

THE OFFICE

OF THE

SECRETARY

OF THE

NAVY



# REPORTS

TO

THE HON. THE MINISTER OF PUBLIC WORKS

BY

THOMAS SWINYARD,

ON THE

PRINCE EDWARD ISLAND RAILWAY.

AND HIS

CORRESPONDENCE WITH THE PROVINCIAL GOVERNMENT  
IN RELATION THERETO.

1874-1875.



OTTAWA:

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# REPORT

ON THE

## PRINCE EDWARD ISLAND RAILWAY.

BY MR. SWINYARD.

OTTAWA, June 25, 1874.

The HON. ALEXANDER MACKENZIE,  
Minister of the Public Works &c., Ottawa.

SIR,—Referring to Mr. F. Braun's letter of the 16th May, and to my acknowledgment of the receipt thereof on the same date, I have now the honor to state that acting upon the instructions received, I have visited Prince Edward Island and inspected those portions of the Railway laid with rails, over which I was enabled to travel, particularly that portion of the line between Charlottetown and Summerside, which was reported to the Government to be so far advanced as to be in a condition to be opened for public traffic.

I should first preface my remarks by stating that in order to make myself acquainted with the office routine, system of working, and the fares and tariffs in force upon the Intercolonial Railway, now operated by the Government, I spent *en-route* two days at St. John and Moncton with the Superintendent, Mr. Lewis Carvell, from whom I received kindly attention and much valuable information. I afterwards proceeded direct to the Island *via* Shediac, reaching Charlottetown by steamer late on the night of Monday 25th ultimo.

On the 26th I addressed the following letter to the President of the Executive Council, the Hon. Lemuel Owen :—

26th May, 1874.

To the HON. LEMUEL OWEN,  
President Executive Council, Prince Edward Island.

SIR,—“I have the honor to inform you that in pursuance of instructions from “the Minister of Public Works of the Dominion of Canada, I have arrived here for “the purpose of placing myself in communication with you, in order to ascertain the “intentions of your Government with respect to the opening of the Prince Edward “Island Railway, a portion of which it has been reported to the Dominion Government is completed and ready to be taken possession of.



"I have also received instructions to make myself generally acquainted for the information of the Dominion Government, with the present condition of the entire Railway and its appurtenances.

"I beg therefore humbly to request that you will be pleased to appoint an hour at which I may have the honor of waiting upon you.

"I am, Sir,

"Your obedient servant

"THO. SWINYARD."

In answer to this letter I received a message from Mr. Owen requesting me to call the same afternoon, which I accordingly did.

I was cordially received by Mr. Owen, who promised to introduce me next day to the Chief Engineer of the Railway, Mr. John Edward Boyd, to whom he would give instructions to afford me every facility and information I might require in pursuance of the inquiry I had been directed to make.

Mr. Owen remarked that while he and his colleagues in the Government of the Island would be very happy to find that the Railway between Charlottetown and Summerside was in a condition to be opened, no intimation had been given to him by the Contractors of such being the case, nor had any official notice to that effect been sent to the Dominion Government, the action taken having been confined to an unofficial communication that the work on this section of the Railway was believed to be in an advanced state, and that it seemed to be the public wish that it should be opened without delay. A general impression prevailed that the opening would be effected in June or at latest in July.

Finding, however, that the Government of the Dominion had so promptly taken up the matter, Mr. Owen, anticipating my arrival, had called upon the Contractors to report to him their true position, that is to say—whether the line between Charlottetown and Summerside was so far completed that it could be tendered by them to the Government, and, if so, what amount of rolling stock could at the same time be given up by them in order to work it.

On the following day, the 27th, I met Mr. Boyd, and accompanied him to the Charlottetown station, where I saw Mr. Schreiber, the Contractor, and Mr. Gregory, his Resident Engineer in charge.

Mr. Schreiber informed me that he had not officially been made aware of my intended visit, nor had any communication been conveyed to him by the Island Government in respect to the possibility of opening any portion of the Railway for public traffic until that morning, when his Engineer handed him a letter which had shortly before been received. He told me that it was his desire to place the Island Government in possession at as early a date as was feasible, or when they deemed

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proper to receive any portion of it, provided his operations would not be seriously interfered with, and he was not held accountable for any delay that might consequently arise; at present and until he had made inquiry and deliberately considered the position, he could make no conclusive answer to the Government; he said that though the line between Charlottetown and Summerside was well advanced, he felt he could not yet notify the Government that it was complete, nor even that if it was so, could he see his way to spare from his other sections—the eastern and the western—a sufficient number of engines and rolling stock to operate it; nor could he dispense with the free use of the line; still he was ready and anxious to do everything in his power in the matter, to meet the reasonable wishes of the public, and of the Island Government and he would leave instructions with his Engineer, Mr. Gregory, to give a definitive reply to the Government as soon as he was enabled to do so.

Mr. Schreiber then stated that it was his intention to return to New Brunswick on the morrow, and invited Mr. Boyd and myself to accompany him that afternoon over the line to Summerside, which invitation we accepted.

The train ran the distance—49½ miles—in two hours and ten minutes, maintaining an average running speed of 25 miles an hour. There were only a baggage and one first-class car attached.

In consequence of the announcement made to me, at the outset, by Mr. Owen, that the Island Government was not yet ready to tender any portion of the railway to the Dominion Government, as the latter had been led to believe it was, and as I ascertained that the Chief Engineer of the Government, Mr. Boyd, had not even been requested to go over the line, to assure himself of its exact condition, with a view to its formal acceptance by the Local Government from the Contractors, it became evident to me that all I could for the present do was to make myself generally acquainted with the route of the railway, as far as I could travel upon it; with the apparent condition of the road, the features of the country adjacent to it, and what the probable requirements as regards staff, station, and train accommodation would be when the line was in a fit state to be opened. It would have been premature to have attempted any detailed inspection or measurement of works, or even a thorough examination of the rolling stock—both works and rolling stock being still in the hands of the Contractors, and the principal portion of the latter in daily use on different portions of the road. In this report, therefore, my observations must necessarily be of a general and preliminary character, as it would be impracticable for me, owing to the incomplete condition in which I found matters, to follow with exactness the various and particular instructions given to me by your directions—those instructions having been based on the supposition that the Local Government would be prepared to tender to me, on behalf of the Dominion Government, the line between Charlotte town and Summerside, as ready for inspection, and, on my report, for its subsequent acceptance.

After the arrival of the train at Summerside, on the evening of the 27th ultimo, I proceeded with Mr. Schreiber, Mr. Gregory, and Mr. Boyd to look over the station-yard, railway wharf, and buildings there, but as I decided to make a more extended examination of Summerside, upon my return from Alberton, (to which place Mr. Schreiber had been good enough to arrange for me to go, with an engine and platform car, the next day) I will defer my observations thereon for the present.

At 8.30 a.m. on the 28th ultimo, I left Summerside for Alberton, a distance of 55 miles. The line is graded all the way to Tignish (68 miles) which is its western terminus, but the rails are laid only as far as Alberton, and the Port of Cascumpec, adjacent thereto. It took until 8 p.m. to reach Alberton, we having frequently to stop and pack up the road-bed in soft places, and at culverts and cross-drains, before the engine could pass over.

About twenty miles east of Alberton there is a splendid bed of gravel. It is the only real gravel bed that has yet been discovered along the course of the railway. It will be used for the western section. It is unfortunate, and I think very much to be regretted, that no arrangement has yet been made by the Local Government with the owners of this land for its purchase. It would have been wise to have done this before a line had been laid in and the pit worked. Judging from past experience, the most exaggerated claims are likely now to be made, and will assuredly be given by the appraisers, from whose decision there is no appeal. While upon this subject I may state that I inquired of Mr. Boyd whether the Government had made any permanent provision for ballast pits at any other places, and was informed by him that no lands whatever for that purpose had been purchased.

As regards this western section of the railway, I may conclude by saying generally that it is in a very unfinished state. The road-bed in several parts is not up to the required height, and very little ballasting has yet been done, the ballasting operations having only recently been commenced; while the running of construction trains on the simple road-bed has very much bent the rails. The ditching is very incomplete, and the fencing (which is a matter I shall deal with specially), has, I very much regret to say, been done in a most slipshod and unsatisfactory manner. From what I was able to see in merely passing along, I think I am under the mark in judging that at least 50 per cent. of the posts are not up to specification size, and in many instances the posts have simply been stuck in the ground. The sleepers (ties, as they are called in other sections of Canada), too, are mostly narrow, falling far short of specification width. So palpable were these facts as regards both fences and sleepers, that both engineers (Government and Contractor's), voluntarily condemned them in my hearing, and promised a thorough overhauling and replacement. I ventured to say to Mr. Gregory that the trip I had made with him and Mr. Boyd led me to the conclusion that it would be almost impossible for him to have this portion of the railway ready for acceptance by the contract time, namely, the 7th

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September next. He however felt confident that the work remaining to be done would all be accomplished within that time.

There are no Bridges of importance on this section of the line. They are three in number, all being of small span.

Mr. Bell, M. L. C., met us at the Alberton station, and sheltered us for the night under his hospitable roof, and my warmest thanks are due to him and to Mrs. Bell for their kind attentions.

We left Alberton early next morning, the 29th ultimo, and reached Summerside the same afternoon.

I shall now proceed to deal with that portion of the line between Summerside and Charlottetown inclusive, which it was reported was in a sufficiently advanced state to be opened for public traffic.

At 6 a.m. on the 30th ultimo, I commenced to re-inspect the station-yard, buildings, and tracks generally at Summerside. A worse location it could hardly be possible to conceive. The line passes along the water front all through the town. There are three wharves running from it, at right angles; all of which are reached by separate road-ways across the railway; and, in addition, the principal highway road, leading into the town from the country, actually crosses the line midway between the engine and car sheds, and the passenger station, where the shunting of cars and movement of trains will all have to be done. To increase the danger, the station is approached in both directions by sharp curves, and from the western section by a descending grade of one foot in eighty-eight feet; and at this end, too, the curve is so situated that the houses near by obstruct the view of the road, which crosses over the railway to the busiest wharf of the town, so that a sight of not more than thirty or forty yards can be obtained. At all times therefore there will be great danger of accident, but more particularly in foggy or rainy weather, when the sight will be more obscured and the rails slippery or "greasy." Crowning all this, the line at this western end is so closely contiguous to Ship-yards, that the very chips and shavings lie about the rails, there being no fencing, and the strip of land possessed by the Railway being so narrow as to preclude the possibility of such preventive measures being taken as would obviate all danger. Between these ship-yards and the station there are many wooden buildings, on private property close to the track, and all sorts of inflammable debris lying around. The ship-yard nearest the railway is owned by the Hon. John Lefurgey, M.P.P., from whom a small piece of land off the corner of his yard was taken, and for which he received \$7,500 as compensation. This gentleman complained to Mr. Gregory, contractor's engineer, in my presence, that sparks from engines that day had on three distinct occasions set fire to material in his yard, and that he was in the greatest danger of being burnt out. A few days afterwards a public meeting was held, and remonstrances were forwarded to the

Local Government. Having been consulted by the Attorney General on the subject, I advised that the following precautionary measures might be taken, viz:—to warn the owners of property adjacent to the railway to remove all inflammable matter placed near the track, and to require them to take such other reasonable means for the prevention of fire as was within their control—to call upon the contractors to add spark-arresters to the chimneys of the ten English engines which are now without them, and to attach beneath the fire-boxes of the same a gauze wire so as to catch the live cinders (the ash-pans on these engines are not turned up as they are on the American engines)—to direct the contractors to instruct their drivers while passing by not to open the dampers to permit of the ashes being blown out, as is now done, and to require these men to report any defects to their foreman, daily, in order that immediate repairs may be made.

These crossings, the sharp curvative, and steep grades, and all the dangers and inconveniences I have pointed out, could easily have been avoided by carrying the line westward at the back of the town, and by stopping short the existing line at the railway wharf beyond the first road crossing I have before alluded to, which passes through the middle of the station-yard. There would have been no difficulty in diverting and carrying this road over the railway by a bridge. The question I think is one which requires serious attention, and should be considered with a view to a change being made before the line is opened. For this purpose I have caused to be prepared, and now submit a plan showing how the alteration can best be effected. As at present arranged, gate-keepers, night and day, may have to be appointed at least two crossings. The wages of these men alone would be a serious permanent burden. Gatekeepers at one crossing might perhaps be saved, but at very great inconvenience, as in that case the baggage-man of the train would have to be detailed to flag the train through the town, and all trains coming into the town from the west would have to come to a dead stand at the top of the grade, so as to ensure a speed down the incline of not more than three or four miles an hour.

The station-yard is much too limited, and insufficient for the requirements of the traffic, as this will be the station for daily communication with the steamers to and from Shediac. By closing the highway road referred to, and by the purchase of a corner lot, which I was informed had been offered to the Local Government for \$500, all the additional land required would be given, and the objectionable crossing, at the same time, removed.

The present passenger station is now so placed as to involve a great deal of unnecessary shunting and loss of time, in order to get access to the railway wharf. The proper site for the passenger station is near the engine-house, where the town passengers could alight, and from whence the train could proceed directly on to the steamboat wharf, all shunting backwards and forward being thereby avoided.

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By some oversight no freight-shed for the business of the town, in connection with the railway proper, has been provided for by the Government (the same singular omission has occurred at Charlottetown) and as the railway cannot certainly be said to be complete without such indispensable accommodation, I presume, although it has not been included in the contract, the Local Government will be required by the Dominion Government to make the necessary provision. In this case I should recommend that the present passenger station be made the freight shed and a new passenger station be erected near the engine-house, which passenger station should conform to the original plans proposed by the Engineer, Mr. Boyd, and approved by the Government, but subsequently altered, as has been the case with other stations along the line, of which I shall speak more particularly hereafter.

The railway wharf at Summerside is in a very incomplete state, there being a gap of about 300 feet by 60 feet yet remaining to be cribbed and finished. It will take from six weeks to two months to accomplish it. The only freight accommodation provided is at the end of this wharf—impracticable for town business with the railway, and quite unusable in winter.

It is the opinion of several residents that the wharf, as well as the station grounds, are at least from two to three feet too low, and, from the examination I made, I feel I cannot do otherwise than concur in that opinion. In stormy weather, and at high tides, there is danger of the water washing over the wharf, and of much damage consequently arising.

The depth of water along the wharf is not sufficient to allow of the ordinary vessels trading with the place to run alongside, at low water, to load and unload, and considerable dredging will have to be done.

The plan I attach hereto shows the position of the railway and the public or private wharves, and the Road-crossings in connection with it.

At about 9:30 a. m. (same day 30th May) I started with Mr. Boyd and Mr. Gregory, on my return journey to Charlottetown, proceeding slowly and alighting here and there for the inspection of any particular work. This is the section he remembered that was unofficially reported to be ready to be opened for public traffic. My observations were as follows:—

There were no distant Semaphore or main line Lamp-signal Switches at any place upon the line. I recommend that these be provided at both Charlottetown and Summerside, and at all crossing stations and junctions.

None of the stations throughout the entire line have been provided with Dwelling-rooms and are not therefore in accordance with the requirements of the original contract, an alteration having subsequently been made, it was stated by Order in Coun-



oil, by which they were reduced to simple booking, waiting and freight rooms. This is much to be regretted. At Charlottetown, at Summerside, at the terminal stations of Tignish, Georgetown, and Souris, and at each station where an Operator will have to be placed there ought to be house accommodation at once provided. In several instances there are no houses near at hand, and it is indispensable that the Operators, who will act as station agents, should always be within ear of their instruments.

Between Charlottetown and Summerside there are no less than 18 stations, of which four are booking, and 14 flag or calling stations. The sites have not in all cases been very judiciously selected, having regard to the easy stopping and starting of trains. Most of them are on inclines. Notices should be printed and posted in the shed at flag stations, signifying how and when the signal is to be used for stopping trains.

No water closets or urinals have been provided at the booking stations in accordance with the contract; but it is the intention to have them put up before the railway is tendered for acceptance.

The sidings along the line are not all complete. Mr. Boyd will arrange that at each crossing station the through siding shall be long enough to hold 16 freight cars clear with a blind siding in continuation, capable of holding at least two cars, so that it may not be necessary to shunt the spare or loaded cars on to the main line to effect the crossing of trains. It was well that my visit was made in time to secure this convenience.

No sign boards giving name of station or warning boards for road crossings have yet been put up at any place, not even at Summerside or Charlottetown. I was informed that they were on hand and would shortly be erected.

The tank houses require overhauling and finishing. They should be numbered, and so likewise should all bridges for easy reference.

There are six bridges in all between Summerside and Charlottetown, namely, at Breadalbane, Bigger's Mills, Elliott's Mills, Hunter's River, Crabbs and Curtiss Crock.

Some of the braces of the bridges are too short and have been wedged up to level. The masonry was substantial and well put together. But both bridges and culverts have yet to be carefully and finally examined by the local Government engineer.

The Cattle-guards as at present fixed are inefficient. The posts are too far out from the frame, or stone work, and the ends have not been boxed up as they should be (with outlet for water) where they are not used as open water courses.

Considerable clearing within the fences requires to be done. The logs, brush, and rubbish should have been burned before the fences were put up.

The fencing generally is not up to specification—the posts being too small and the wires very slack. In straining the wires the posts of intermediate gates have in a great many instances been pulled out of line, thereby preventing the gates from being kept shut. With regard to the sufficiency, or otherwise, of the wire fence, I shall deal specially further on, as it is a question which has been considerably agitated, and my present observations are restricted to the general condition of the railway between Summerside and Charlottetown.

The ties, or sleepers laid on this portion of the road are far superior to those on the Western section. They are quite up to specification, both in length, width, and depth.

The formation or grading on this section of the Railway appears to be well settled—some widening here and there has yet to be done and the ballasting requires overhauling. The ballast consists of red sandstone and coarse sand. The cuttings require sloping, and the banks trimming, and a good deal of ditching remains to be completed.

The rails used have all been certified to by Mr. Gaerth, C.E., of London, England, as being according to specification, and from the wear they have already had the quality appears good. Some two hundred ballast trains have been run over the road between Summerside and Charlottetown. Before the line is used for public traffic the rails require to be straightened at places and properly bent at curves. The joints are "Fish" joints and are well put together.

The work generally is in an advanced state. It had not been finally examined by the engineer, nor had it been regarded by him as finished.

There was every disposition manifested by Mr. Schreiber and his Engineer, Mr. Gregory, to have the work completed in the manner provided by the contract, *except where the same has been changed by Order in Council, or by instructions from the Engineer which they regard as binding.*

The line has not been chained and no mile-posts have yet been put up. Mr. Gregory promised Mr. Boyd that this matter should be at once attended to. I arranged that the miles should be noted upon the posts as from Tignish to Souris, which are the two extreme points of the line.

There is no telegraph upon or near the line, the Telegraph Company's poles running by the shore at too great a distance from the railway to be made use of. Moreover the line is in very poor condition, the posts and wire having been in use for a great number of years (I was informed 20 years.) In consequence of the frequency of storms along the coast the wire has been much broken, and the joints



have in many instances been made in a loose and inferior manner. My conclusion was that a new telegraph line must be put up along the railway, and, in accordance with the authority given, I at once made arrangements to see the representative of the Telegraph Company, in Charlottetown, on the subject.

Royal station, which is the junction for Charlottetown, is situated in a field and has no access to any public highway except along the railway, a mile off. This is one of the stations where it will be advisable to have a Telegraph Operator in charge, and where provision must be made for residence; but as very little booking and no shipping will be done there, the present offices can easily be turned into dwelling rooms, leaving only a waiting room for the accommodation of passengers who may have to change into other trains.

I now come to Charlottetown, the capital of Prince Edward Island, and the headquarters of the railway. The present buildings consist of a brick round house for engines, a wooden car-shed, a coal-shed and station-house. Here, as at Summerside the station grounds are too limited. It would have been wiser to have extended the crib-work further out, and to have widened the approach into the station. Up to the present time the space between the car-shed and the water has not been filled up. No machine shops whatever have been provided, and it is on this vacant space that such accommodation will have to be located. Neither has any freight-shed been built for the local business; the only provision in that respect being the freight-house on the wharf, to which there is now no access for teams. The passenger station has been changed from the original design in order to give a covered shed for the trains to arrive at and depart from.

The general office accommodation is over the booking offices, and consists of only four inferior rooms, quite inadequate for the requirements. No dwelling rooms are provided for the station-master, so that there would be no resident in charge.

The depth of water alongside the wharf, as at Summerside, is too shallow to allow ordinary vessels to load and unload thereat. The steamer which recently arrived from England with rails had to discharge her cargo at great inconvenience at the bottom end of the wharf. Dredging will have to be done before the wharf can be used.

There are two highway roads which cross the railway on the level near the entrance into the city. There is considerable traffic on these roads, and upon one of them (that most used) it may become necessary in the future to place gates; but this expense it is very desirable to avoid if it can be done with safety. Precautionary regulations may serve for the present.

Having now given you the observations I made on the occasion of this preliminary inspection of the line between Summerside and Charlottetown, I beg to sub-

My conclusion is that the following copy of a letter I deemed it advisable to address immediately afterwards to the President of the Executive Council, the Hon. Lemuel Owen, on the representative subject:—

“CHARLOTTETOWN, 1st June, 1874.

“SIR,—I regretted very much that your unavoidable absence prevented you from accompanying Mr. Schreiber, Mr. Boyd, and myself over the railway between this town and Summerside last week.

“Although the inspection made was necessarily a preliminary and hurried one, it was evident that a good deal of odd work remained to be done. It was equally clear, however, that by special exertion and attention being given to this section of the line, the Contractors would soon be in a position to offer it to your Government for acceptance.

“In view therefore of the advanced state of the work, and the universal desire which seems to prevail that the line between Charlottetown and Summerside should be used as early as possible for the public service, I beg very respectfully to suggest that your Chief Engineer, Mr. J. E. Boyd, should be directed to proceed with all speed to make a special and thoroughly detailed inspection of the railway between the places named, inclusive, with instructions to report the present condition of the stations, wharves, sheds, platforms, turn-tables, tank-houses, switches, signals, fences (these latter require most particular attention), culverts, bridges, cattle-guards, and the road bed, ballasting and permanent way generally; whether in fact they are complete in all respects and according to specification, and, if not, the particular work that remains to be completed, and how soon it can be accomplished, in order to enable your Government to signify to the Dominion Government the earliest day on which you will be prepared to offer for their acceptance this portion of the railway subject to the conditions (which should be specified) the contractors may make in regard to the continued use of the line by them, necessary to enable them to carry on their operations in the construction of the remaining portion of the railway and works. The Engineer should likewise be directed to make inquiries into the condition of the Rolling-stock, and to state how many engines, and how many of each class of car can, at the same time, be handed over by the Contractor's to your Government in good working order, for the acceptance of the Government of the Dominion. The numbers of the engines and of the cars so to be given up should be stated.

“I have the honor,

“To remain, Sir,

“Your obedient servant,

“THO. SWINYARD.”

The Hon. Lemuel C. Owen,  
President Executive Council.

It was not until the 12th instant that I received an answer to this, and my former communication of the 26th ultimo. The following is a copy of it:—

“EXECUTIVE COUNCIL OFFICE,

“PRINCE EDWARD ISLAND,

“June 12th, 1874.

“SIR,—On the receipt of your letter of the 26th ult., I was engaged in corresponding with our railway contractors in reference to the handing over by them of that portion of the line between Charlottetown and Summerside with a sufficient amount of rolling stock. Since then I have had further correspondence, which has been laid before the Administrator of the Government in Council.

“The Government have taken the same into careful consideration, and in view of the incomplete state of the whole line and the limited amount of rolling stock which the contractors would be enabled to deliver, as also the probability of the opening of the central section seriously endangering the finishing of the eastern and western sections at the time stated in the contract—have come to the conclusion that it would not conduce to the public interest at the present to accept from the contractors the portion of the railway between Charlottetown and Summerside, on the terms proposed by them.

“I have the honor to be, Sir,

“Your obedient servant,

“L. C. OWEN,

“Thomas Swinyard, Esq.”

“President Executive Council.

After my return to Charlottetown I arranged a meeting on the 2nd instant with Mr. James, the Island Superintendent of the Anglo-American Telegraph Company.

I informed him that the correspondence he had had with Mr. Boyd had been forwarded to the Department of Public Works, and had been referred to me for inquiry and report.

The substance of the propositions made by the Telegraph Company was as follows:—

1. Government to provide and erect posts for the line; specifications and erection to be subject to the approval of the Telegraph Company.
2. Government to provide all offices, fuel, light, and a sufficient number of battery rooms.
3. Government to pay to Telegraph Company the salaries of all operators at all points on the railway.
4. Entire control of the telegraph line and instruments to be in the hands of

to this, and my the Telegraph Company, and all operators to be subject to the approval of the Telegraph Company as to qualifications.

ND,  
12th, 1874.  
5. The operators at stations to do all the Telegraph Company's business free; all moneys received being handed over to the Telegraph Company, and the operators to be subject to their rules and regulations.

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7. In return for the above, the Telegraph Company to provide instruments and batteries and to furnish wire and insulators, and to put up the same; to maintain the line in working order after erection, and to admit free of charge any messages on railway service over any line on the island other than the railway which the company may own.

I pointed out to Mr. James that the above was a most one-sided proposition, and quite inadmissible; that in fact it was a proposition to provide the Telegraph Company at the expense of the Government, with an entire new line of telegraph throughout the country with operators paid by the Government to carry on the business of the Telegraph Company, and with free office accommodation, light and fuel; the Telegraph Company only engaging to find wire battery and instruments and keep the line in order.

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I showed him that it was practically asking the Government to place the working of the railway in the hands of the Telegraph Company, and having regard to the public safety alone, it would be highly objectionable to place the control of the railway operators (who would in fact be the station masters at most places), in the hands of the Telegraph Company.

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Mr. James was under the impression that the Telegraph Company had the exclusive privilege of working the telegraph system on the Island. I told him I believed that was a common mistake, for on careful examination of the Acts of Parliament, I discovered the only exclusive privilege which the company could claim was in connection with the cable communicating with New Brunswick.

I may here state that I afterwards had a meeting with Mr. Owen, President; Mr. Brecken, Attorney General; and Mr. Haviland, Colonial Secretary; in reference to the special Acts relating to the Telegraph Company, and submitted the following points for the consideration and opinion of the Attorney General:—

1. That there was nothing to prevent the Government from laying down a line of telegraph between Summerside and Tignish, nor between Charlottetown and Georgetown or Souris, or in fact to lay a telegraph line between any places on the Island, except possibly between Charlottetown and Summerside; and with regard to

the latter there could be no object in preventing local communication, therefore that the exclusive privileges given applied solely to Through communication with New Brunswick.

2. That at any rate it was manifest that the exclusive privileges could only be intended to prevent the establishment of other lines in competition for public business whereby a revenue could be derived, and not the adoption of a telegraph system which had only a personal convenience to serve, and would not be used by the outside public, no business being transacted with the public, and no money consideration received.

3. That supposing the prohibition as between Charlottetown and Summerside proper, was conceded, there was nothing to prevent communication by telegraph as between Summerside and any place short of Charlottetown proper, or *vice versa*, as between Charlottetown and any place short of Summerside proper.

On the 10th instant I received the following joint opinion from Mr. Brecken, the Attorney General, and Mr Sullivan, the Solicitor General:—

“ ATTORNEY GENERAL'S OFFICE,

“ CHARLOTTETOWN, P. E. ISLAND,

“ June 10th, 1874.

“ SIR,—In reply to the question submitted by you for our opinion as to whether “ there is anything in the Local Acts of this Province respecting telegraph companies “ which will prevent the construction of a telegraph line along the railway in this “ Province for the sole convenience of the railway department. We are of opinion “ that the Act 24 Viet., cap. 4, prohibits for a period of twenty years from the “ year 1861, any person or body corporate other than the Gulf Express and Tele- “ graph Company, from establishing, constructing, or working any line of telegraph “ communication between Charlottetown and Summerside, or any line between the “ two latter places within a distance of ten miles of Summerside.

“ There is, however, nothing in the Act above referred to which in our opinion “ will prevent the construction of a line from a point outside the limits of Charlotte “ town proper connecting with Summerside, or between any other points in the “ Island, except between Summerside and Charlottetown as above stated.

“ We are your obedient servants

“ FREDERICK BRECKEN,

“ Attorney General.

“ W. W. SULLIVAN,

“ Solicitor General.

“ T. Swinyard, Esq.”

It will thus be seen that there is nothing to prevent the Government from establishing a telegraph system of their own for railway purposes, except perhaps as between the two places—Summerside and Charlottetown—but this difficulty might

therefore that easily be got over by breaking the connection at Royalty Junction, in which case there will be no direct line as between Summerside and Charlottetown, which, in the opinion given, can only be privileged to the Telegraph Company.

I now go back to my interview with Mr. James. I informed him that I had prepared an estimate of the cost per mile of a new telegraph line complete along the railway, and which was as follows:—

MATERIAL, &c.	Cost per mile.
Poles, 32; 4 inches diameter at small end, at 40c each....	\$12 80
Wire, 300 pounds per mile, at 6c per lb.....	18 00
Insulators, 32 in number, at 6c each.....	1 92
Top pins, 32 in number, at 2½c each.....	80
Instruments and Office Fittings.....	4 00
Labour, loading, distributing and erecting.....	20 00
Contingencies.....	2 48
Total cost per mile.....	\$60 00

Taking the above as a basis, I told Mr. James that I should submit, which I now beg most respectfully to do, the following recommendations for the favorable consideration of the Government:—

1. The Government of Prince Edward Island, or of the Dominion, as the case may be, to erect, forthwith, a new line of telegraph over the railway between Charlottetown and Summerside, and afterwards over the remaining portion of the railway, as they may consider necessary.

2. The Railway and the Telegraph Company shall bear the cost equally between them, except as regards instruments and office fittings at the railway stations, which shall be provided and paid for by the railway where only one instrument is required. If a second instrument be needed, in order to transact the business of the Telegraph Company, the cost to be borne by them.

3. The Telegraph Company, should they deem fit, to have the privilege of stringing for their exclusive use, at their own cost, an additional wire on the poles to be erected, in which case the original wire shall be devoted to the entire use of the railway; but in the event of defect in, or interruption of either wire, the wire remaining in good order shall be used for the mutual advantage of both parties.

4. The Telegraph Company to maintain the line and poles in good working condition, and furnish all main battery power free of cost to the railway, in consideration of the following privileges.

5. The operators at the stations to be the employees of the railway, paid to them, and under their exclusive control, except where the business of the Telegraph Company necessitates the appointment of an additional operator, in which case such operator shall be under the control and in the pay of the Telegraph Company, but shall nevertheless be subject to the regulations of the railway.

6. The railway operators to transact the Telegraph Company's business at the stations, and conform to the rules and regulations of the Telegraph Company in respect to the transmission of messages, and of all moneys received or forwarded by them on their account; but the Telegraph Company shall hold the railway harmless from loss or damage arising from delay, or from any other cause whatever.

7. Railway messages on the railway to have precedence over all other messages, and the Telegraph Company shall transmit telegrams, on railway service, free of charge over any line belonging to, or worked by them, within the Island, also over the Cable line connecting New Brunswick.

8. The railway to carry free all telegraph operators and employees of the Telegraph Company actually engaged in working, and likewise all telegraph material required to be moved from station to station for the business of the Telegraph Company.

9. The Telegraph Company to have all reasonable facilities rendered to them on the railway, to enable them to maintain the telegraph line in good working order and condition.

10. All messengers required by the Telegraph Company, for the public service in the delivery of messages, to be employed and paid by the Telegraph Company.

The substance of the above was communicated by Mr. James to Mr. A. M. MacKay, of St. Johns, Newfoundland, General Superintendent of the Anglo-American Telegraph Company, who made an appointment to meet me in Montreal on Wednesday, the 24th instant, telegraphing me at the same time that "there are only three points on which we are not in accord, and no doubt they could be arranged in a few minutes."

I met Mr. MacKay accordingly, and the interview resulted in his agreeing to recommend the acceptance by his company of the arrangement proposed, subject to the approval of the Government which I now solicit.

I have left a competent telegraph assistant at Charlottetown to await the action of the Government in the matter, as there is no time to be lost in getting out the poles, and securing the erection and completion of the line by the 1st September.

I propose that I should be authorized to take the work in hand for the Government, the Government defraying the expenses and charging the Telegraph Company with their proportion.

railway, paid by the Telegraph Company, which they will agree to supply the Government at market or cost price.

The length of telegraph line will be about 204 miles; the entire cost at the estimate given, will be about \$12,240, of which the Government proportion would be \$8,528, and the Telegraph Company's proportion \$5,712.

I had made arrangements with Mr. Owen, the Premier of the Island Government, and with Mr. Boyd and Mr. Gregory to go over the line from Charlottetown on Thursday the 4th inst., as far east as the rails were laid, and from thence by carriage to Georgetown, which is regarded as a very important shipping point for the railway. Mr. Boyd could not accompany me owing to illness. I found this section of the line very much in the same condition as the western from Summerside. The line is not ballasted, and the rails were only laid to a point about three miles beyond Mount Stewart, which station is 23 miles from Charlottetown. The distance from Charlottetown to Souris is 62 miles, and the distance from Charlottetown to Georgetown is 46 miles. The operations on this and the western end of the line have been but slowly carried on of late owing to the difficulty of procuring labour, the local strength being engaged in seeding. In a short time these men would be available, and the gangs would be at once increased.

The last shipment of rails from England had arrived at Georgetown, and they were being unloaded while I was there.

The station and car and engine sheds at Georgetown have been located in the town a long distance, about half a mile, from the wharf. Of itself this is a great mistake. The object should have been to have centralized the work and the staff and therefore the station and sheds should have been located at the wharf which is quite convenient and would have served all requirements.

But a serious blunder has been made beyond this. All three buildings, which are all wooden, namely, the passenger-house, the engine-shed, and the car-shed, lie parallel to one another and abut right on the main street, so that no engine or car can pass through them. Such an arrangement as this shows great lack of judgment and want of railway experience. In case of fire there would be little chance of saving any rolling stock then in the buildings, and if any considerable amount of business should ever be done at Georgetown station proper, a state of things likely to arise only in the far future, the buildings would of necessity have to be removed—brought back in fact such a distance as would permit of the passage of engines and cars through them. As the station is now arranged it involves the stopping of an approaching train outside the station, and the detachment of the engine, which must switch off into a siding and back down to the rear of the train in order to propel it into the station. Adding to this misjudgment the station has been made a combined passenger and freight station, the freight room being placed at the very mouth of the station so that no car



can be loaded or unloaded—there being only one line of rails—while a train is either to arrive or to leave; and each car would have to be propelled into the station like the passenger trains in order that the engine might be released. The station being a covered one it can be used to shelter the Passenger cars, and this will fortunately allow of a portion of the car-shed to be used for freight purposes thus surmounting the difficulty and improving the accommodation; but the nuisance of detaching the engine from the passenger trains before entering the station will have to be sustained as it would be both dangerous and inconvenient to permit the engine to go in first.

At a former stage of this report I referred to the *Fencing of the railway*, which is a subject upon which I have been requested to report specially.

The Government of Prince Edward Island entered into two contracts with Messrs Schreiber & Burpee for the construction and equipment of the entire railway. The first contract is dated the 11th September, 1871, and provides for the building and equipment of the railway between Cascumpee (Alberton) and Georgetown to be completed by the 7th September, 1874. The other or second contract is dated the 31st December, 1872, and is for the building and equipment of extensions of the said railway from Cascumpee to Tignish in the west, and from Mount Stewart to Souris in the east, to be likewise completed by the 7th September, 1874.

The specification in the contract for the fencing of the main line from Cascumpee to Georgetown provided, that it should consist of posts of cedar or juniper, 4 feet 6 inches high, and boards of five, six, seven and eight inches in width.

But, subsequently, the Government of the Island decided that it was expedient to change or supplant this board fence by a post and wire fence, and the Engineer was instructed to give out to the contractors the following specification for the same, the contractors having agreed to the substitution.—

“The fence is to consist of seven horizontal lines of ‘best’ galvanized three-ply wire ropes, the three lower lines to be equal in strength to No. 12 solid wire, the next three equal to No. 9, and the upper line equal to No. 6. The ropes are to be strained by means of eye-bolts, and secured to the intermediate posts by hard-drawn galvanized staples. The four lower lines to be laced midway between each two posts with No. 12 galvanized wire. There are to be nine straining posts to each mile unless there are a sufficient number of gates to form an equal number of straining posts. The posts are to be set nine feet apart. The intermediate posts to be four inches in diameter and six feet long. The straining posts to be eight inches in diameter and nine feet long.”

As far as the examination I made enabled me to test and judge the fence which had been put up under this arrangement, I found that the wire conformed to the

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pecification, and that it was strained at the distance and secured in the manner required to the posts, but that owing to the very indifferent and unworkmanlike manner in which the posts had been put in, and to the fact that the posts, generally, were smaller than it was provided they should be, the fence was far more ineffective than it would have been if the specification had been properly carried out.

The majority of the gate-posts along the railway had been so drawn out of line that the staples provided for keeping the gates shut would not reach home, and consequently, the gates themselves were a constant means of letting in the cattle on to the railway. The drawing of the gate, shown to me by Mr. Boyd, provides that there should be a cross-tie running between the posts, in which the posts shall be fixed, and braces supplied at the back of each post to keep them in line. The cross-tie, or sill, however, has been entirely omitted, and the braces have been simply stuck into the ground instead of into a sunken block, as originally required by the engineer and then nailed to the post. The "play" of wire caused by the looseness of the posts, generally, was so great that it was easy for calves, sheep and pigs to force their bodies through and so get upon the railway.

But, condemned as these fences must be, where they are not in conformity with the specification, it is but fair to remark that there is evidence of damage having been done in many cases from pure mischief or malice; and it is also a fact that where the fences were in good order, and the gates could have been kept shut, the farmers, themselves, in many instances, totally disregarded the closing of them, letting their cattle go on to the line and throwing the blame upon the railway, if accident occurred.

As to whether a wire fence, for protection purposes, is superior to a board fence, that is a matter of opinion, but as regards durability and less liability to destruction by fire, the advantages are no doubt in favor of the wire fence.

The wire fence, as specified, was unquestionably of a character to create misgiving and dissatisfaction, even if the posts and work had been up to specification. The top wire, No. 6 in size, gives every satisfaction. The next three wires are No. 9 in size, only half the size of No. 6, while the three remaining or lower wires (being those which small animals got through) are only half the size of No. 9. At two hundred paces distant these wires can scarcely be seen. That, of itself, would be sufficient to create doubt and prejudice in regard to the strength of the fence and its capability of resistance.

The question of the fences has been one which has created a good deal of controversy, and two engineers of some eminence, Messrs. Isaac Newton and John Meehan, of New York, were selected by the former Government of the Island, to give their opinion upon the subject. They reported as follows:—

"The fence along the line of the road ought certainly to be sufficient to keep

"farming stock, *i. e.*, cattle, sheep, etc., from the track. If the Government are satisfied that the doubts respecting the sufficiency of this fence are well founded, measures should be taken to make it of adequate strength. Methods of doing this will no doubt suggest themselves to any one who will give attention to the matter. Introducing an additional wire of the same size as the present upper one, about from one-third to one-half the height of the fence from the ground, thus reducing the spaces; also, to secure the four lower wires with three tie-wires instead of one as at present intended, will, we think, place its strength beyond doubt; a wooden batten along the top of the posts above the wires, is another plan which would probably prove to be adequate. The posts should, of course, be of proper wood and of proper size, and they should be placed in the ground so as best to resist the heaving action of the frost. The point made in favor of the wire fence, as compared with the wooden one originally contemplated, *viz.*: that the accumulation of snow on the track will be much less with the former, we believe to be well taken."

During my journey over the road I had many occasions afforded me of observing the effective power of these wires. In no instance did any animals charge the fence to get upon the railway, but in all instances they charged the fence to get from the railway; and in one case only did I see them succeed—proving pretty conclusively that the way the cattle got upon the railway was not generally through the fence but through the gates which had from sheer carelessness been left open, or could not have been fastened owing to the defects I have already pointed out.

These observations led me to experiment upon the resisting power of the fence when put up according to specification, and after improvements were added. I therefore, selected a length of fencing that was fairly up to specification, and found that it was ample in resisting power, but that the play of wire allowed was too great to keep cattle from considerably extending the spaces between the wires by thrusting their head and shoulders through (thus leading them to attempt to force the remainder of their bodies through), while, as regards sheep and pigs, the play of the lower wires was sufficient to enable them to get through without difficulty. The conclusion was that a tighter method of fastening the wires was necessary, and I found that by driving two staples about two inches apart in every third post (which are all round), very great improvement indeed was secured.

I afterwards added an additional post half the height of, and between each of the other posts, and driven two feet into the ground. I then removed the wire lacing from the bottom wires, as now arranged, to the top, fixing the same to the new posts so as to keep the lacing in line. This experiment resulted most satisfactorily, rendering the fence very efficient, and supplying an easy means of getting over it by the use of the lower posts, a provision much needed in order to prevent the damage now frequently done in scaling the wires.

These improvements were examined by several gentlemen, who expressed an opinion that if they were carried out after the present posts had been properly driven home, and the gate-posts all securely fixed, according to the design originally made by the engineer, general satisfaction would be given to the property owners along the line.

The specification for the branch wire fence and posts was given out after the main line fence had created such dissatisfaction, and consequently means were taken, to make it more substantial. The number of wires in the fence are the same, namely seven, but the size is No. 6, throughout, which is the size of the top wire in the main line fence. The posts also are larger, generally from five to six inches in diameter, as required in the specification, and sunk two feet in the ground, instead of eighteen inches as on the main line. This fence, however, requires careful examination and over-hauling, and, in my opinion, the same improvements should be made in it as might with great advantage be made in the other.

There is no board fencing on the main line, but the western extension, between Alberton and Tignish, is reported to be all board fence. I did not pass over this section of the line, as no rails were laid upon it. The eastern extension, however, between Mount Stewart and St. Peters—about nineteen miles—is provided with wire fence. The other twenty miles, between St. Peters and Souris, is provided with board fence.

I should point out that the lacing wire, used in the fencing, is not the solid wire required by the specification, but the three-ply thin wire used for the fencing. The solid wire is the kind that should be used.

#### GENERAL REMARKS.

Although the line is *very circuitous* it is undoubtedly well laid out to serve the general interests of the country. Its course is generally central running midway between the waters. It embraces all the principal ports, which are Charlottetown, Summerside, Cascumpee (Alberton), Georgetown, and Souris.

The *Western* section—from Summerside to Tignish—runs partly through thickly wooded, and partly through swampy lands. The grades on this section, except at Summerside, are very easy—practically level—but the engineer will require to be very particular in watching the work on these swampy portions of the road, where, as I have already observed, the grading appeared to me to need considerable raising.

The grades on the Central and Eastern sections of the line are numerous and heavy. They are well described in the following notes, furnished to me by the engineer, Mr. Boyd, which also refer to the Eastern section.

"From Summerside the line rises 165 feet to Kensington Summit, and then falls for nearly two miles into the valley of the Willmet River. Thence it rises 250 feet

"in nine miles, attaining an elevation of 301 feet above the sea, on the summit between the head-waters of the Dunk and Hunter Rivers. It there falls 236 feet in 4 miles into the valley of the Hunter River, and in the next  $7\frac{1}{2}$  miles it again rises to an elevation of 307 feet above the sea, at North Wiltshire station, on the height of land whence the Wheatley and West, or Elliott's Rivers have their source. From North Wiltshire the line descends by a somewhat circuitous route, 292 feet to the valley of the North River, which it crosses at 15 feet above high water, rising again at Royalty Junction, which is the junction for Charlottetown, to 151 feet above the sea.

"The location necessarily follows the high land lying between the streams flowing north into the Gulf, and the tributaries of the Hillsborough River, until past the head of Tracadie Bay, whence it descends to the crossing of the Hillsborough River at Mount Stewart, where it is nine feet above high water.

"The eastern extension beginning at Mount Stewart, runs in an easterly direction until it strikes the shore of St. Peter's Bay at the mouth of the Morrell River, skirting the south shore of the bay for about  $6\frac{1}{2}$  miles to its head. It there rises 130 feet on to high land in the centre of the Island, and runs eastward to a point north of Souris, where it is 225 feet above the sea and whence it descends to the sea level at Souris.

"From Mount Stewart the line runs south-east in a generally direct course, 23 miles to Georgetown. This division runs through an ordinary rolling country, the principal difficulties being the crossing of the summit between the Morrell and the Cardigan Rivers. The greatest elevation reached is 190 feet above the sea.

"The location of these extensions presented the same difficulties as those already spoken of, in describing the location of the main line."

There are no bridges of special consequence on the entire railway. Generally they are of small size. The largest are those over the Hillsborough and Morrell Rivers on the eastern section of the line. Both these bridges are of "Howe" truss pattern, and are each 100 feet span. There are two other bridges of 50 feet span, also "Howe" truss—one near the Marie and the other near the Medgell River. The spans of other bridges are all under 40 feet, the streams being mostly crossed near their sources. The bridges of small span consist of ordinary stringers, with struts and straining beams. The abutments are generally of sand-stone, which hardens after exposure and becomes good building material.

The culverts are all of stone.

The Rails are all of T pattern, Sandberg's standard, and 40 lbs to the lineal yard. They are laid on cross-ties or sleepers seven feet long, five inches thick, and eight to ten inches flao and number about 2,300 to the mile.

The wood used consists of pine, cedar, tamarac, hemlock, spruce and ash.

The joint fastenings weigh  $13\frac{1}{2}$  lbs, and consist of two iron fish plates, 18 inches long and  $\frac{5}{8}$  inch thick, secured by four bolts  $\frac{1}{4}$  inch in diameter.

The ballast, on the central and eastern sections, consist of broken sandstone and coarse sand of the same material. On the western section the ballast will generally consist of gravel.

There are 65 stations in all, namely : 6 terminal ; 12 way or crossing stations, and 47 flag stations.

With the exception of the engine-house at Charlottetown, the whole of the buildings on the entire line of railway are of wood.

The following is a description of the buildings which have been erected :—

#### TERMINAL STATIONS.

Charlottetown, passenger station, 25 x 40 feet with shed 200 feet long, covering track and platform ; engine-house (brick), 140 feet diameter, 14 pits ; freight house, 22 x 50 feet ; car shed, 160 x 210 feet ; coal shed, 20 x 160 feet.

Tignish, Alberton, Summerside, Georgetown and Souris, passenger stations, 20 x 32 feet, with covered track and platform, 136 feet long ; freight house, 110 x 22 feet ; engine house, 30 x 40 feet ; car shed, 30 x 30 feet ; coal shed, 80 x 20 feet.

#### WAY STATIONS.

O'Leary Road, Port Hill, Wellington, Kensington, Hunter River, North Wiltshire, Royalty Junction, Mt. Stewart, Cardigan, Morrell, St. Peter's and East Souris Road ; buildings 42 x 22 feet, containing a waiting room, ticket office and freight house.

#### FLAG STATIONS.

In addition to the above there are 47 flag stations, consisting of a platform, 100 feet long, with a shed to shelter passengers.

The following is a description of the buildings which, under the contract, should have been erected :—

Charlottetown, passenger house 30 x 60 feet, two stories, and with verandah all round ; freight house, 30 x 150 feet ; car shed, 40 x 270 feet ; engine house, 144 feet diameter ; coal shed, 30 x 120 feet.

Tignish, Alberton, Summerside and Georgetown ; passenger house, 30 x 50 feet, storey-and-half, including dwelling rooms, urinals and closets—verandah both sides ; freight house, 30 x 150 feet ; car shed, 30 x 120 ; engine shed, 30 x 60, 2 pits and tank—turntable in detached octagon shed ; coal shed, 30 x 60 feet.

Way stations, passenger and freight house, with dwelling rooms combined, 30 x 3 storey-and-half—urinals and closets—verandah both sides.

It will be observed that a very considerable reduction of buildings has been made at all places except Charlottetown; that dwelling rooms at every station have been cut out; and that at Charlottetown smaller offices have been provided in lieu of the roomy offices originally designed. The flag stations have not been changed.

The changes so made were under an agreement between the Government and the Contractors, the reason given being to provide for the more expensive diversion of the line through the town of Summerside, which was recommended by the New York Engineers; and also to provide for covered sheds at all terminal stations in which to receive the passenger trains.

I regard this alteration as a mistake. Covered stations are not more necessary on Prince Edward Island than they are in other parts of the Dominion where the traffic is much greater than it is likely to be on the Island, and, moreover, as the covered shed provided *will only admit of one train at a time*, the tendency will be to create difficulty and inconvenience in working instead of facilitating the operations.

As I have before remarked, I presume the Government of the Dominion will not regard the line as a finished railway, without dwelling rooms are provided at those places at least, at which they seem to be absolutely necessary, and which I consider to be the following:—Tignish, Alberton, Port Hill, Summerside, Kensington, Brendalbane, North Wiltshire, Royalty Junction, Charlottetown, Mount Stewart, St. Peter's and Souris.

Sound Telegraph Operators of railway experience should be appointed at all these places, except perhaps Tignish, Alberton, Port Hill, St. Peter's and Souris where the traffic for some time to come is likely to be small. On these sections, if good operators are appointed as conductors, they could do all the railway telegraphing required. They would be furnished with portable instruments, so that they could report their train from point to point as might be found necessary.

#### ROLLING STOCK.

Upon this subject I am, in the instructions received from you, directed to report the amount of Rolling Stock on the road; its condition; and whether it has been used by the Contractors in such a way as to cause any, and what, deterioration in its value; and I was authorized to engage an expert for this purpose.

In my prefatory remarks I referred to the fact that, owing to the greater portion of the Rolling Stock being in use on various parts of the line, it was impossible to make a thorough inspection thereof.

The following is a synopsis of the Rolling Stock equipment provided for by the contract :—

Engines. No.	1st Class Cars. No.	2nd Class and Baggage Cars. No.	Postal Smoking and Express cars No.	Box Freight Cars. No.	Platform Cars. No.	Snow Ploughs. No.	Flangers. No.
14	14	9	5	125	43	4	3

showing a total stock of 14 engines ; 28 cars for passenger train service ; and 168 cars for the freight train service ; which I believe will be found amply sufficient for the requirements of the traffic which may be expected upon the line for some time to come.

With regard to the engines, as there are no less than seventy level crossings on the line, I strongly recommend that the bells on the engines be made *self-acting*. The cost will only be about \$40 per engine. This is an excellent precautionary arrangement, and is being generally adopted on western railways. It prevents all disputes in a Court of Law about the ringing of the bell, the arrangement being such as to cause the bell to ring at every revolution of the driving wheel.

Acting upon the permission given, I selected Mr. A Stronach, the chief assistant to the Locomotive Superintendent of Intercolonial Railway at Moncton, for the purpose of examining these Engines and Cars—and the following are the observations made by him :—

"There are three classes of Engines, viz :—*small tank*, ; *large tank* ; and *four wheel tender engines*—14 all told. The first six are the *light tank engines*, the springs of which have suffered considerably. The engines are being fitted with equalizing bars, which is quite an improvement. They are considerably out of repair and have done a good deal of hard work. The next four are the *heavy tank engines*, which have given poor satisfaction, and have had harder usage, not being able to keep the springs from breaking. Instead of springs they are run on wooden blocks, and the driving wheels have become loose. The fits have been poor and the want of springs has shaken them very badly. The pitching of the engine causes the water in the tank to make the engine top heavy by moving from side to side. The light engines have the advantage—part of the water is carried in side tanks in cab ; by this means the centre of gravity is lower than it is in the heavy tank engines. This defect in the heavy tank engines might be prevented in a great measure by longitudinal wash-boards, with slight perforations enough to supply the pump, or the tank might be taken off and a tender attached. The traction would thus be diminished ; but the engines would be more reliable for lighter work, for now the bearings are not in proportion to the load carried. Equalizing bars are being put on some of these engines which will lessen the liability to break springs, and give



"them a greater range of action. The tubes in these engines, as well as the smoke  
 "tank engines, have suffered considerably from leakage, and at times from shortness  
 "of water, for I find that the safety plugs have been melted and plugged up with  
 "iron.

"The facilities for doing work (repairing) are very poor, it being necessary to  
 "send, in some cases, as far as St. John to get some of the work done.

"The last four are Baldwin engines, and are fitted with tenders on four wheels  
 "thirty inches diameter; axle journals six feet long by three and a quarter inches  
 "diameter. One is ready, and has been out on trial, and has not yet come to her  
 "bearing. The heating surface in boiler is ample—the bearings are large and will  
 "be durable—the wheel base is long. I would not recommend the contractors to use  
 "these engines much on unballasted road as the wheel flanges will suffer. These engines  
 "are the first proposed to be handed over to the Government for the traffic, by the  
 "contractors.

"I would not recommend the opening of the road for traffic till the contractors  
 "are able to spare enough of engine stock to have something in reserve. It would  
 "be very awkward, in case of an engine becoming disabled, to have none ready to  
 "take its place at a few minutes notice.

"Engines will require outfit of tools, viz:—lamps, signal flags, detonating signals,  
 "axe, saw, two jack-screws, and levers.

"With regard to the drawing capacity of the engines, I was informed that the  
 "small engines, from Nos. 1 to 7, have carried forty-five and a half tons of iron on  
 "seven cars, equal to a gross weight of eighty-two and a quarter tons (of 2,000 lbs.  
 "to the ton); and the large engines, Nos. 7 to 11, have carried sixty-five tons on nine  
 "cars, loaded with rails, spikes and fish plates; equal to a gross weight of 112½ tons,  
 "running the distance in about four hours time, which would give an average running  
 "speed of thirteen miles an hour.

#### FIRST-CLASS CARS.

"I found them neatly finished and cushioned, but they differ in size from the  
 "contract. They are seven feet five inches wide, by thirty-four and a half feet inside,  
 "with monitor roof, fitted with four-wheel trucks of good design. The contract says  
 "that they should be eight feet wide, by forty feet long inside. The wheels in these  
 "cars have been changed from twenty-four inches to twenty-eight inches diameter.  
 "The twenty-four inch wheels they propose using in the box cars. The cars have  
 "now only one step each side. They should have two on each side. The water  
 "closets should be fitted with a urinal and ventilator in roof. The cars seat thirty-six  
 "persons each. The workmanship is neat, and well painted. Seven are ready.

## SECOND-CLASS AND BAGGAGE CARS.

"They are of the same dimensions as I have given above—seven feet five inches wide, by thirty-four and a half feet long inside—instead of eight feet wide, by forty feet long inside. They are fitted up as second-class cars are usually done, and the outside is painted the same colour as the first-class cars, and they have the same kind of trucks. Six are ready, with the exception that some of the trucks require the larger wheels. These cars will seat twenty-eight persons. The baggage cars should be supplied with the following articles for use:—Bell rope in use, one hammer, twelve detonating signals, one small pick, one shovel, one twelve-inch monkey wrench, two red flags, one axe, one saw, two white and two hand signal lamps, one red tail or two side lamps, one can of oil, supply of wicks, six links and pins, wash and spare bell rope.

## POSTAL, SMOKING AND EXPRESS CARS COMBINED.

"These also measure seven feet five inches wide, by thirty-four and a half feet long inside, instead of eight feet wide by forty feet long inside. They are painted to match the above named cars and will seat, in smoking room, about fifteen persons. The whole are ready (five), with the exception that some of the trucks want the larger wheels. It is proposed that all the first-class, second-class, postal and platform cars should be fitted with the larger wheels (twenty-eight inches), and the smaller (twenty-four inches) wheels shall be used exclusively in the box cars. It has been found that the cars with the larger wheels require less power to move them, hence the change. But it is very desirable to secure uniformity, and therefore all renewals of wheels should be of the twenty-eight inch size.

"Box cars (freight, sheep and cattle cars) were to be eight feet wide, twenty-four feet long, and six feet high in the clear—they are seven feet six inches wide, twenty-three and a half feet long, and six feet high in the clear, making them six inches narrower and shorter. There are fifty-four made, but they are not all on the trucks yet, and fifty-five box car bottoms are being used by contractors as platform cars. They are rather light for that service, but Mr. Boyd says that he will see that new bottoms are furnished to take their place, or take them at a reduced price. I would recommend, for loading grain in bulk, the addition of half doors, inside of freight cars, chained on one end, and sliding in grooves when in use, and buttoned back in car when not in use. See rough sketch.

"The outside body of the car is horizontally boarded, and not vertically, which is now the usual method of building cars, and which was required by the drawings. The horizontal pattern has one objection—the water gets into the seams, and finds its way into end wood, and rots the boards. I would recommend that the ends of the horizontal boarding be fastened by pressed or hammered nails, and that nail, check, or knot holes (that may be means of letting water through the sides or ends of cars) be well puttied and painted to preserve the car.

" Platform cars are of the length and width specified; forty-three are made of steel.  
 " The spring-boards in trucks, of both box and platform cars, are liable to break weight  
 " body of car drop down on bolt points on trucks. Check blocks might be put the dist  
 " to prevent transom from setting too low, and still allow truck to accommod total w  
 " itself to track. All trucks should be fitted with check chains, with enough ph 60,000  
 " to suit the sharpest curves. Iron seats, top and bottom, should be fixed over ar that th  
 " under spiral springs in box car and platform car trucks; one should hold th which a  
 " spring, the other slip on it. portion  
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" None made yet.

#### SNOW PLOUGHS.

#### FLANGERS.

" One made so it can be put on the end of a platform car in winter, and taken  
 " in spring. It is made according to description given in contract specification.

#### DRAW-BARS ON ENGINES

" are of different heights. They should be made to suit the cars by making new  
 " castings to drop down the distance, or a strong crooked bar similar to that used on  
 " other roads. Each engine should be furnished with said bar if castings are no  
 " altered. There will be a difference in height between the box and other cars, on  
 " account of the change in wheels. The draw-bars might be dropped in the high  
 " cars or the centre casting might be blocked up till the small wheels are worn out  
 " The difference between the box and the other cars is two inches. The difference  
 " between the low cars and the Baldwin engine tender couplings is about  $9\frac{1}{2}$  inches  
 " The angle is so great that on a heavy grade it lifts the car, or presses it down when  
 " pushing."

I requested Mr. Boyd to give me the reasons for the departure from the specifications, as above reported, and he explained that at the time he drew up the specifications he had no drawings by him, nor was there time given to get any, and he therefore gave approximate dimensions as a guide to parties tendering. When he came to look more carefully into the matter he found that eight feet would not seat four passengers comfortably, while it afforded more room than was required for three. He consequently reduced the inside width to 7 feet 4 inches, making the car 8 feet wide over all. He also reduced the length 5 feet, as he believed the longer cars would not answer so well on the curves. Having adopted 8 feet as the outside width for the passenger service, he reduced the box cars 6 inches to make them correspond.

In respect to the *Traffic prospects of the line*, Mr. Boyd furnished me with an extract from a report he had made upon the subject in October last year to the then Minister of Public Works at Ottawa, in which it was stated—that the total area of the island is estimated at 1,305,400 acres, of which 445,103 acres are returned as arable; that the population of the island numbered 94,021, or 44 per square mile, while Ontario only showed 10 per square mile, Quebec 6, Nova Scotia 21, and New Bruns-

forty-three are ma-  
 liable to break  
 s might be put  
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 wick 11—that the principal farm stock and products of the Island in 1870 in gross  
 weight was estimated at 300,000 tons, and that of this 125,000 tons was the product of  
 the districts from which the railway might be expected to draw its traffic—that the  
 total weight of farm products (including horses, cattle, sheep, &c.), exported was  
 60,000 tons, and that of this 25,000 tons would probably be transported by railway—  
 that the products of the fisheries of all kinds amounted to about 70,000 barrels, of  
 which about 40,000 barrels were exported—that it was not probable that any great  
 portion of this traffic would be sent over the railway, as it was mostly shipped from  
 the ports near which it was caught—that the lumber traffic would also be small, the  
 value of lumber exported in 1870 being only about \$13,000, and of that imported  
 about \$720—that there were numerous small saw-mills throughout the country, and  
 likewise manufactories of cloth, leather, and tobacco, and also lime and brick kilns—  
 that there was no datum on which to estimate the probable passenger traffic, except  
 a comparison with the lines in the neighboring Provinces; but that taking all facts  
 and circumstances into consideration, he estimated that the probable annual earnings  
 and expenses of the Prince Edward Island Railway would be as follows:—

EARNINGS.		EXPENSES.	
Passengers, 200,000, at 50 cents.....	\$100,000		
Tons, 50,000, at 90 cents.....	45,000		
Mails and Sundries.....	5,000		
	<u>\$150,000</u>		<u>\$160,000</u>

#### RECAPITULATION.

Working Expenses and Maintenance.....	\$160,000
Revenue.....	<u>150,000</u>
Probable annual amount of loss.....	<u>\$10,000</u>

In a report to the Department, dated the 5th May, 1874, by Mr. Schreiber, the following estimate is made:—

EARNINGS.		EXPENSES.	
Passengers, 40,000, at \$1	\$ 40,000	Engine power, 25c.....	\$60,000
Tons, 170,000, at 60c....	102,000	Car and Train expenses, 20 cents.....	48,000
Mails and Sundries.....	8,000	Maintenance of way 40c.	96,000
		Station expenses and train men, 10c.....	24,000
	<u>\$150,000</u>		<u>\$228,000</u>

#### RECAPITULATION.

Working Expenses and Maintenance.....	\$228,000
Revenue.....	<u>150,000</u>
Probable annual amount of loss.....	<u>\$78,000</u>

Comparing these estimates—it will be seen that while Mr. Schreiber gives the number of passengers as 40,000, Mr. Boyd gives it as 200,000; being an excess of Mr. Schreiber's estimate of 160,000 passengers; while as regards tonnage, Mr. Boyd estimates it at 50,000 tons, and Mr. Schreiber at 170,000 tons, showing an excess over Mr. Boyd's estimate of 120,000 tons; yet singularly enough both gentlemen work out the gross annual earnings at exactly the same figure, viz: \$150,000.

In the one case, Mr. Schreiber regards the freight traffic as producing the greatest amount of gross revenue thus: Freight \$102,000, passengers \$40,000—while in the other case, Mr. Boyd expects the passenger traffic to produce the largest result—thus: Passengers, \$100,000; Freight, \$45,000.

Then, as regards the gross working expenses, Mr. Schreiber estimates them likely to be \$228,000—while Mr. Boyd estimates them at \$160,000, being less than Mr. Schreiber by \$68,000.

As Mr. Boyd gives his estimate of expenses in gross only, it is not to be seen how the difference arises, but I presume it is from one having estimated, as his basis, two trains each way, per day, over the entire line, while the other has made his estimate on a lesser amount of train mileage. These differences show the little dependence that can be placed upon estimates made on unreliable data.

The following is a skeleton of the time-table I recommend for adoption when the entire line is opened in September next:

GOING WEST.			GOING EAST.		
Souris .....	depart	P. M. 4.30	Tignish .....	depart	A. M. 11.15
Georgetown .....	"	6.00	Summerside .....	arrive	P. M. 4.15
Mt. Stewart Junction .....	"	7.55	Summerside .....	depart	A. M. 7.00
Royalty Junction .....	"	9.20	Royalty Junction .....	arrive	10.42
Charlottetown .....	arrive	9.45	Charlottetown .....	"	11.7
Charlottetown .....	depart	A. M. 6.00	Charlottetown .....	depart	A. M. 10.15
Royalty Junction .....	arrive	6.12	Royalty Junction .....	arrive	10.40
Summerside .....	"	9.00	Mt. Stewart Junction .....	"	NOON. 12.00
Summerside .....	depart	5.00	Georgetown .....	"	P. M. 2.00
Tignish .....	arrive	6.15	Souris .....	"	3.15
		10.45			

## SUGGESTED.

Boat to leave Summerside.....	9.15 a.m.
“ arrive at Point du Chêne.....	12.15 noon.
Train to start from Point du Chêne.....	2.00 p.m.
“ arrive at St. John.....	8.00 p.m.

## RETURN.

Train to leave St. John.....	8.00 a.m.
“ arrive at Point du Chêne.....	1.05 p.m.
Boat to leave Point du Chêne.....	2.45 “
“ arrive at Summerside.....	5.45 “

The hours given in this table are approximate only, but I have conferred with the President of the Executive Council, the Postmaster-General, the Steamboat Manager, and Mr. Lewis Carvell, Superintendent of the Intercolonial Railway, and do not apprehend any difficulty in carrying the arrangement I have outlined into effect as nearly as possible.

It will be seen that between Charlottetown and Summerside, two trains each way per day are provided for, by which a daily communication between Charlottetown and St. John, New Brunswick, will be secured; the passengers leaving Charlottetown about 7 a.m., and arriving St. John about 8 p.m.; while in the other direction the passengers will leave St. John about 8 a.m., and arrive in Charlottetown about 9 p.m. There will be a daily through communication each way between Charlottetown and Tignish, and similar accommodation generally between Charlottetown, Georgetown, and Souris. I believe the trains, as proposed, will be found ample for all traffic requirements, and will be generally regarded as satisfactory. In this opinion I have the concurrence of the Premier of the Island, Mr. Owen, and of Mr. Macdonald, the Postmaster-General.

The time-table thus arranged gives a gross train mileage of 158,752 miles, and allowing 22,248 miles for specials and station work, the gross annual mileage would be 180,000 miles.

Any estimate made of the amount of traffic must be from pure conjecture, this being the first railway ever constructed on the Island. Messrs. Schreiber and Boyd have seen much of the Island, and the latter has constantly resided there as Chief Engineer since the railway was commenced; and as both gentlemen, though in very different ways, have come to the conclusion that the gross traffic will amount to about \$150,000, I think I cannot do better than be guided by that estimate. Having therefore gone carefully into the detailed expenses of the different departments, I make the probable results to be as follows, thus:—

## REVENUE.

Gross annual receipts..... \$150,000

## WORKING EXPENSES.

Locomotive expenses at 23 cents per mile..... \$41,400  
 Car expenses, 12 cents per mile..... 21,600  
 Engineering (maintenance of way, &c.), 30 cts. 54,000  
 Train and station expenses at 10 cts. per mile... 18,000  
 General expenses, at 8 cents per mile..... 14,400

————— \$149,400

Which shows a surplus of \$600; so that I estimate that if the receipts computed by Messrs. Schreiber and Boyd be realized and if there be no serious accident or great loss now unforeseen, the railway will be worked at a small profit instead of an annual loss as calculated by Mr. Schreiber of \$78,000, and by Mr. Boyd of \$10,000. Upon the calculation given, the receipts and expenses per day will be about \$18 being equal to about \$20.50 per mile of railway per day.

I should point out, however, that the above Estimates of Working Expenses include the *bare cost only of operating the Railway*; no allowance being made for any losses or damages that may occur from accident, flood, fire, or other causes, or from obstructions by snow and ice in winter.

## STAFF.

In submitting the following list showing the offices and situations that require to be filled in order to operate the railway, and bearing in mind the instructions received from you, namely, that "it is the determination of the Government to have the line managed and worked on strictly commercial principles, and that the recommendations made must be such as would be made on the assumption of its being in the hands of a private company and operated 'or their benefit,' I cannot too strongly urge the necessity that exists for the application of this principle in the selection of the staff about to be made. This is as essential for the economical working of the line as it is for the safety of the public. It is to be borne in mind that the railway system is altogether new in Prince Edward Island, and it will give confidence to the public if experienced railway men are chosen. These remarks refer particularly to the General Superintendent, Freight Agent, Chief Accountant, Resident Engineer, Mechanical Superintendent, the Station Masters, and the Conductors.

## PROPOSED STAFF.

One General Superintendent; with one Clerk (short-hand writer), and one Junior Clerk.

..... \$150,000

1,400

,600

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400

— \$149,400

if the receipts cover  
no serious accident  
all profit instead  
Mr. Boyd of \$10,000  
will be about \$49

Working Expenses  
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One Freight Agent ; with two Clerks.

One Accountant and Auditor ; with three Clerks.

One Cashier and Paymaster ; with one Junior Clerk.

## STATION AND TRAIN STAFF.

### TERMINAL STATIONS.

#### *Charlottetown.*

One Station Master with one Clerk ; one Warehouseman and two Porters. When navigation is closed the Clerk and one Porter can be dispensed with.

#### *Summerside.*

One Station Master, one Booking Clerk, one Warehouseman, two Porters. When navigation is closed the Clerk and one Porter can be dispensed with.

#### *Tigush.*

One Station Master.

#### *Alberton and Cascumpec.*

One Station Master.

One Porter (not required after navigation).

#### *Georgetown.*

One Station Master.

One Porter (not required after navigation).

#### *Souris.*

One Station Master.

### WAY STATIONS.

#### *Port Hill.*

One Station Master.

#### *Kensington.*

One Station Master.

#### *Breadalbane.*

One Station Master.

#### *North Wiltshire.*

One Station Master.

#### *Royalty Junction.*

One Station Master.

#### *Mount Stewart.*

One Station Master.

#### *St. Peters.*

One Station Master.

At most or at all of the above places, the Station Masters should be operators.



## TRAIN MEN.

Three Conductors.  
Two Operator Conductors.  
Five Baggage-men.  
Five Breaksmen.

## ENGINEERING DEPARTMENT.

One Resident Engineer.  
One Assistant. \*  
One Draughtsman.  
One Office Boy.  
One Trackmaster and Office Clerk.  
Twenty-two Gangers—one to every nine miles section.  
Forty-four Laborers—two to every nine miles section.

## STORES DEPARTMENT.

One Storeskeeper (sub-department to engineering).  
One Head Porter..  
One Porter.

## LOCOMOTIVE AND CAR DEPARTMENT

One Mechanical Superintendent.  
One Assistant and Draughtsman.  
Two Clerks.  
One Errand boy.  
Seven Engine men.  
Seven Firemen.  
One Stationary Engine man.  
One Boy for Stationary Engine man.  
Five Machinists and Fitters.  
Two Fitter helpers.  
Four Blacksmiths.  
Four Blacksmiths' helpers.  
One Boiler maker.  
One Boiler makers' helper.  
One Coppersmith.  
One Coppersmith's helper.  
Five Cleaners.  
Two Pumpers.  
Seven Carpenters.

\* Note—It may be found desirable to have two Trackmasters, one for the Eastern and the other for the Western section, in which case the Assistant would not be necessary.

LOCOMOTIVE AND CAR DEPARTMENT—*Continued.*

Two Carpenters' helpers.  
 One Painter.  
 One Painters' helper.  
 Two Watchmen.

## FARES.

With regard to the fares to be charged, I recommend you to consider whether, although accommodation has been provided for second-class passengers, it is desirable to charge a lower rate than three cents a mile. The traffic under any circumstances will be small, and if second-class fares were made, the probabilities are that the estimate given of receipts would not be realized. It will be easy, if the results are more satisfactory, to adopt second-class fares when the time warrants it.

## RATES.

In respect to the rates to be charged for freight, I have, in order to establish a fair and reasonable tariff, considered the general rates charged by the following railways:—The Intercolonial Railway, the Northern Railway, the New Brunswick Railway, and the Toronto & Nippissing, (the two latter being of similar gauge to the Prince Edward Island Railway), and I beg to submit tables, which show the comparative rates charged by each, together with the proposed rates for Prince Edward Island.

## REPAIR SHOPS.

There is one other matter of great importance which requires immediate consideration namely:—the necessity there is for establishing Repair shops at Charlottetown, no provision for which has been made. I beg to submit a plan prepared by Mr. Boyd showing the accommodation required, the estimated cost of the same amounting, in the gross, to \$18,206. As the offices at the station are not sufficiently commodious for the purposes intended, and dwelling rooms may be required thereat for the Station master, I would recommend, if the proposed workshops should be erected, that general offices be provided in the new building; also the necessary vault accommodation for the safe keeping of books &c. This would probably increase the total cost of construction to about \$20,000.

I beg also to submit a detailed list of the machines and tools required for these shops, the estimated cost of which amounts to \$12,134—or including contingencies, \$13,000. I also beg to append to this report a memorandum of stores, requirements for the Locomotive and Car Department, for the Engineering Department, for Stations along the line, and for the Conductors.

I have the honor to be, Sir,

Your obedient servant,

THO. SWINYARD.

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## SECOND REPORT

ON THE

# PRINCE EDWARD ISLAND RAILWAY.

BY MR. SWINYARD.

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**The Hon. ALEXANDER MACKENZIE,**

Minister of the Public Works, &c., Ottawa.

SIR,—Since my preliminary report to you, under date 25th June last, I have, upon renewed instructions from you, paid two interim visits to Prince Edward Island for the purpose of inspecting the railway under Government construction there; making the necessary arrangements with the Provincial Authorities in respect to its assumption by the Dominion Government when completed; and afterwards as circumstances might permit, putting it into operation for public traffic :— And I have now the honor further to report as follows:

In order to keep up the thread of events I will, but very briefly, recapitulate the circumstances as they have transpired since my first visit to the Island.

It will be remembered that early last spring repeated representations were made through the public press of the Island and by other means, that the central portion of the railway lying between Charlottetown and Summerside (a distance of 49 miles), had for some time been completed; was ready to be handed over by the contractors; and transferred by the Provincial to the Dominion Government,—although no official intimation had ever been given by the Provincial authorities that such was actually the case.

In order to ascertain the real facts and to satisfy as far as practicable the reasonable wishes of the people in regard to any completed portion of the railway being put into operation, I was specially commissioned by you to proceed at once to the Island with full authority to act as circumstances might justify.

Immediately upon my arrival at Charlottetown, the capital of the Island, I waited upon the Premier of the Provincial Government (The Honorable Lemuel C.

Owen), to make known to him my instructions. I was very kindly received by him and was introduced to the Chief Engineer, Mr. John Edward Boyd, with whom afterwards I went over the railway as far as it was possible to do at that time.

The result of my visit and the conferences I had with the Provincial Authorities when the actual circumstances were laid before them—led to an official notification being given by the Premier of the Island Government, that

"Having taken the same into consideration, and in view of the incomplete state of the whole line and the limited amount of rolling stock which the contractors would be enabled to deliver, as also the probability of the opening of the central section seriously endangering the finishing of the eastern and western sections at the time stated in the contract, (7th September 1874), they had come to the conclusion that it would not conduce to the public interest at present to accept from the contractors the completion of the railway between Charlottetown and Summerside on the terms proposed by them."

There is no doubt that the impression which had prevailed as to the feasibility of opening the railway, or some portion of it, so long before the contract time had expired, had been fostered by a report made by the Chief Engineer in the previous October, that "the division between Charlottetown and Summerside will be ready to open next Spring."

It was unfortunate that such an opinion was given. Proper reflection ought to have shown that it could not be realized, and that expectations raised upon the strength of it, would only meet with certain and general disappointment; and such indeed, was actually the case, to the great prejudice of the Dominion Government, to whose indisposition to consult the interests of the people of the Island, the non-opening of the line was most pertinaciously and unjustifiably attributed.

Finding from the now direct admission of the Provincial Authorities that the opening of any portion of the railway was impracticable, I in accordance with instructions received from you, directed my efforts to measures calculated to facilitate the operation of the road when ready—particularly to the establishment of a telegraph line, for which no provision whatever had been made.

September the 7th, 1874, being the date on which the Contractors had come under obligations to complete the whole railway, and it being the opinion of the Contractors and the Chief Engineer, that the line, or the principal portion of it, would be finished and ready to be opened at that time, I was at the beginning of August last, again instructed to visit the Island and to proceed with the preliminary arrangements. I duly placed myself a second time in communication with the Premier of the Local Government, and actively engaged myself in the needful preparations. I soon discovered, however, that the progress which on my previous visit I was led to anticipate would be attained, had not been made, rendering it impossible for me to give

kindly received by  
ard Boyd, with wh  
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Provincial Authorities, acceptance of the Dominion Government, when I should immediately proceed to  
an official notification make the final inspection of the line on their behalf.

The answer I received from Mr. Owen was that *as the Contractors for the building of the road did not intend handing over any part of it until their contract was completed, the Government could not interfere with them in any way, other than to see that the road was built in all its parts in accordance with the specifications and arrangements made for its construction.*

The contract time by which the whole line was to be completed, having now only one month to run, I felt it my duty to direct Mr. Owen's attention to the fact, and to respectfully enquire whether, as the Dominion Government had for some time past been led to expect that the railway, or at least some portion of it, would be completed and ready to be opened for the use of the public on or before that date, any arrangements had been come to with the Contractors whereby the time had been extended. I received no direct answer to this question about extension, but an extract from a report of Mr. J. E. Boyd was sent to me, stating substantially that the Contractors in undertaking to hand over the railway according to contract on the 7th September, would be attempting an impossibility, and that he did not see how it was practicable for them to complete the work in less than two months from that time (the 10th August) even under favorable circumstances, and that in the event of bad weather it might take even longer than that.

Having therefore made all the preliminary arrangements which, under such circumstances, I could make, I returned to Ottawa for the purpose of placing the facts before you, and taking measures for the supply of stores, machinery, &c., &c., necessary for the proper equipment of the railway.

Before again returning to the Island I put myself in correspondence with Mr. Boyd, and learned from him, by letter dated the 28th September, that the work was progressing favorably, that the weather was fine, but that he saw no prospect of the line being finished before the 1st November at earliest.

Towards the latter part of October I again received your instructions to make another visit to the Island. On this occasion, as the whole railway was now supposed to be on the point of completion and ready for examination, I, by your instructions, was accompanied by Mr. Thomas Ridout, C. E., a gentleman of much practical railway engineering experience, for the purpose of assisting me in making a careful and detailed inspection of the entire work, the result of which would govern me in the course needful to be taken upon my subsequently assuming the railway on behalf of the Dominion Government.

On the 24th October I proceeded to the Colonial Buildings Charlottetown, the purpose of waiting upon the Premier to make known to him my arrival, to report to him the renewed instructions I had received, and to introduce to him the Engineer who had been deputed to accompany and assist me. I met Mr. Owen on my way to his office, when he informed me that the railway was not yet in such a state of completion as to be received from the Contractors. I also met Mr. Boyd, the Chief Engineer, who informed me that he was just about arranging to make a final inspection of the line with the Engineer representing the Contractors. I proposed to accompany them, but he thought that as all arrangements hitherto in regard to the execution of the contracts had been distinct as between the Provincial Government and the Contractors, it would be better that my inspection for the Dominion Government should take place afterwards with himself.

The season being so far advanced, and the weather becoming very doubtful, I thought upon reflection that much valuable time might be saved if I and Mr. Ridout could in the meantime go informally over the line in a direction that would not interfere with Mr. Boyd's arrangements. I, therefore, a day or two later, decided to ask the Government to furnish me with an engine and car for that purpose, and at the same time submitted the *weighty* reasons which led me to apply for such accommodation; and to enable me to pursue this course intelligently, I drew out and forwarded a memorandum of the plans, specifications and information with which I desired to be supplied.

Mr. Owen, however, informed me that while he would cheerfully give the consent of his Government to my obtaining an engine and car, he had no authority to order it, the matter resting with the Contractors, and his Government having no right to use any part of the road or plant until the contract was completed and the road handed over to them. He at the same time intimated that Mr. Boyd was going over a part of the road on the 6th November, when he would be glad if I would accompany him; but as I had previously been told by Mr. Boyd that this was to be the inspection with the Contractors' engineer, at which he had stated that he would rather I would not be present, I thought it proper to ascertain if there had been any change in his arrangements, and I therefore enquired whether I was to regard the invitation now given as an intimation that at that date the Government would be ready for me to commence the official inspection on behalf of the Dominion Government, or whether it was simply intended that I should accompany Mr. Boyd unofficially. To this enquiry I received a reply to the effect that nothing had been said or written to prevent me and Mr. Ridout from making the informal inspection I had referred to, and that the offer to accompany Mr. Boyd was to assist me thus far in the request I had made.

I thereupon wrote to Mr. Boyd telling him that I had received an invitation from the Premier to accompany him informally on his inspection tour with the Con-

tractors, and that I would be very happy to do so on the day named if quite agreeable to him. To this letter I received a reply from Mr Boyd intimating that *his proposed inspection was postponed*, giving as a reason therefor that he had not yet received any notification from the Contractors that the railway was ready for his final examination, though he expected it every day.

A few days later, viz., on the 11th November, Mr. Schreiber, one of the Contractors for building the railway, and who had recently arrived on the Island, having heard of the unsuccessful application I had made to the Local Government for an engine and car, offered the facility sought for, and which I at once gladly accepted, informing Mr. Owen that I had done so, (I had previously acquainted him with the postponement made by Mr. Boyd), and stating that I would now at once proceed to Tignish for the purpose of commencing my examination the next day at that end of the line, at the same time expressing my regret that I had not received the plans, specifications, and information I had asked for in my letter fifteen days before.

So strong was the feeling throughout the Island about the delays which had arisen, and so directly did a portion of the press point to the dilatoriness and bad faith of the Dominion Government as the cause thereof, that explanations were demanded of me by many persons, and a written request was made that I would consent to the publication of the correspondence known to have taken place between me and the Premier of the Provincial Government. It then became my duty to represent these facts to you, and soon after I received instructions to comply with the request, so far as it might be desirable; first assuring the Government that such course had been deemed necessary, simply to set forth the action of the Dominion Government and the desire manifested on its part to take the earliest opportunity of assuming the railway when completed, and making arrangements to put it into operation as soon as possible.

Before dealing with the examination of the railway which now ensued, it will be fitting that I should refer to the work undertaken; to the Acts authorizing it; and to the general tenor of the contracts entered into.

The object of the construction of this work was to give ample railway facilities to every portion of the Island; easy access to Charlottetown, the capital; and to the Towns and Ports of Casumpee, Summerside, Georgetown and Souris.

The Act authorizing the construction was passed by the Provincial Legislature on the 17th April, 1871, and an Act to alter and amend the same was passed 9th August, 1872.

The contract was entered into on the 11th September, 1871, with Collingwood Schreiber for the construction of a railway of *three feet six inch gauge* from Alberton (Casumpee hour) to Georgetown, passing through Summerside, and connecting



with Charlottetown—to be fully completed and equipped before 7th September.

This contract included surveying and location, clearing, fencing, masonry, bridging, crossings, track-laying and ballasting, the furnishing of sleepers, rails and fastenings for permanent way, the construction of station buildings, sidings, wharves, and the furnishing of rolling stock—in brief, the surveying, location, construction and furnishing rolling stock, for the sum of \$12,815 per mile.

The contract for the extensions to Tignish and Souris was let to Messrs. Schreder & Burpee, on 31st December, 1872, for the sum of \$14,840 per mile. This contract did not include the surveying and location, but embraced the full construction, equipment as in the contract for the *main* line. The Government provided the *main* line of way in both cases.

The location of the railway between Casumpee, Charlottetown and Georgetown was, in accordance with the contract, left altogether in the hands of the Contractor, the Government only reserving the right to fix and determine the leading point through which the line should pass, and approval of location after it had been completed by the Contractors, the simple restrictions being that no curve should be less than 600 feet, and a gradient greater than 60 feet per mile, or 1 foot in 100.

This power given to the Contractors, combined with the contract having been let at a certain price per mile without any definite limit as to length, was certainly not one to ensure the attainment of the most perfect alignment and gradients; the Contractors, even with the best intentions, would naturally select the line of country giving the least cost of construction, and which the Government Engineer could not object to, so long as the location was kept within the limits prescribed in the contract.

We were not surprised therefore to find that sharp curves and heavy gradients were the ruling features of the location of this portion of the railway.

The location of the Extensions was proposed by the Government Engineer prior to the letting of the contract, and naturally the utmost limits as given in the first contract, were too frequently exceeded, and in some instances greatly exceeded, especially near Harmony and Souris.

There is no doubt that political and local influences greatly tended to increase the unnecessary length of the railway by inducing the Government to select objective points much out of the naturally direct course.

I shall now proceed to report the result of the examination I and Mr. Ridout entered upon, and which we were barely able to make before the frosts and snow commenced:—

On Friday, the 13th November, we left Charlottetown for Tignish, a distance of

fore 7th September

fencing, masonry, sleepers, rails and buildings, sidings surveying, location, per mile.

let to Messrs. Schreier mile. This contract provided the

own and Georgetown of the Contract the leading portion it had been on curve should be mile, or 1 foot in

contract having length, was certain and gradients; select the line. Government Engineer prescribes by

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Mr. Ridout and snow

a distance of

117 miles. On Saturday, the 14th, we commenced at Tignish and finished at Huntley River, a distance of 10 miles. On Monday, the 16th, we completed to Bloomfield, 14 miles; on Tuesday, the 17th, we completed to Northam, 27½ miles; on Wednesday, the 18th, we completed to Freetown, 37 miles; on Thursday, 19th, we completed to Royalty Junction, 39 miles; on Friday, the 20th, we completed from Royalty Junction to Mount Stewart, and from Georgetown to Brudenell, 20 miles; on Saturday, the 21st, we completed from Brudenell to Mount Stewart, 21 miles, and from Mount Stewart to Morrell Bridge, 10 miles; and on the following Monday, the 23rd, Tuesday the 24th, and Wednesday the 25th, Mr. Ridout completed the remainder of the Souris Extension from Morrell Bridge and the main line from Royalty Junction to Charlottetown, 36 miles, I having been detained in Charlottetown making temporary arrangements for the Contractors to work off the grain and other traffic for shipment before closing of navigation, the demand of the public for the accommodation being urgent.

The whole line.—embracing clearing, fencing, grading, culverts and drains, bridging, road crossings, permanent way (ties, ballast and iron), stations and sidings, water supply and wharves—received careful and thorough examination.

#### RIGHT OF WAY.

The Act provides that the lands taken for right of way shall not be less than 40 feet nor more than 60 feet in breadth, except where the necessities of the railway require greater width; provided always that excepting at the termini or junctions the quantity shall not exceed five acres.

The general width taken is 60 feet, which is increased where necessary in most cases, but in some instances a greater width would have been desirable, particularly where the material was suitable for ballasting purposes.

#### CLEARING.

The contract provides that the ground appropriated for the railway is to be cleared for its whole width of all buildings, timber, trees, bushes, fences, logs, &c., and for a further distance of one rod on each side of the line, of all rotten logs, brush, and other inflammable materials, the whole of which was to be burned or otherwise disposed of.

We found that the rubbish and logs within the fences had not in many cases been burned and cleared off, nor had it been done at all for one rod outside the fences, as distinctly provided for in the contract.

There is no excuse that we can admit for this work having been neglected. It should have been completed before the fences were erected. Having to be done now, there is an additional risk of injury to them. We have been informed that a sum of \$300 has been deducted in the final settlement made by the Chief Engineer with the

Contractors for this item, but whether this will be sufficient we cannot now determine. It certainly would not cover any damages that might occur accidentally from fire, and which risk was deemed of sufficient importance to induce the Contractors to avoid performing this portion of their contract. There is also a large proportion of the trees outside the fences liable to fall across the track, not yet cut down.

## FENCING.

I have already in my Preliminary Report, gone very generally into the subject of fencing.

As to the wire fence, I pointed out that it was not in accordance with the specification, particularly with regard to the fixing of the gate posts, and to the setting of the fence posts, and to the manner in which they were sunk in the ground, and at the same time reported the suggestions I had made as to the improvements which could with manifest advantage readily be effected. I recommended as a fair compromise an additional post half the height of and midway between each of the other posts, and driven two feet in the ground, the substitution of the proper lacing wire specified in the contract for the smaller and poorer wire put in, the fixing of the same from the top of the new post to the top fence wire so as to keep it in line, and the driving of two staples about two inches apart in every third post already in.

This suggestion has not been adopted, but in lieu thereof many of the small posts have been supplemented by larger ones of full length driven in the centre of the panels; the wires are said to have been properly stretched, the staples driven tight, and the small wire lacing carried from bottom to top.

Our examination, however, showed that for a distance of  $4\frac{1}{2}$  miles, between Bloomfield and Summerside, there were only six lines of wire on each side of the track instead of seven—that in many places the straining posts had not been properly braced, and had consequently been drawn out of position—that in numerous instances the intermediate posts were not driven eighteen inches in the ground,—and that very frequently excavations had been extended too close to the fence, sufficient berm not having been left; thereby endangering its stability. The total length of wire fence, of main line is  $142\frac{1}{2}$  miles, and the common rail fence 3 miles.

The Tignish Extension,  $13\frac{1}{2}$  miles, is post and board fence, rather roughly put up but substantial, though in some places the spaces at the bottom were too great.

On the Souris Extension there are 23 miles of post and board fence, very satisfactorily done, and fully up to specification, and there are also  $15\frac{1}{2}$  miles of wire fence. Of this for about six miles no eye bolts and nuts are used, as required by the specification, the wire being simply passed through the posts and hammered down.

Some improvement has been made in the manner of setting the gate posts, but the original plan which provided a sill, or cross tie, has not been carried out. There

we cannot now do so no less than the extraordinary number of 1,518 gates, the original plan of which, occur accidentally in well as the fastenings, are altogether too light in our opinion for durability. The reduce the Contractor's contract provides they should all receive one coat of coal-tar, but this requirement a large proportion has been altogether omitted. In many instances the gates have been badly hung, yet cut down. and the whole will require overhauling in the spring of the year.

#### GRADING.

rally into the subje The specification provides that the roadbed on embankments of and under ten feet in height, shall be twelve feet wide; and on those over ten feet in height, it shall be fourteen feet wide.

accordance with the costs, and to the site in the ground, and improvements which are included as a fair compensation in each of the other proper lacing with the fixing of the top it in line, and is already in.

In earth cuttings the width at formation level is to be sixteen feet, and in rock cuttings fourteen feet.

The roadbed of both cuttings and embankments is to be neatly and smoothly dressed, with a crowning of six inches in the centre.

The grading throughout, so far as the roadbed is concerned, has, as far as we could judge, been well done. The width at formation was generally up to the specification, and the slopes properly formed, and from the nature of the material they will no doubt remain in good condition. The ditching and drainage of the road has been on the whole carefully carried out, but the embankments at some places in low lands, should in our opinion have been at least one foot higher, in order to have kept the roadbed well above any accumulation of water that may take place during the spring or very wet weather. The soil of the Island being of a porous character, will greatly facilitate the maintenance of a good and dry roadbed. The embankments at the ends of many bridges have only recently been made up. It is therefore to be expected that on the opening of spring additional filling will be required at these points.

With regard to the *grading at stations*, which is a matter to which I have to call special attention, absolutely nothing has been done, although the contracts evidently covered the work, the specification (Section 18 of the Branch, and 19 of the Main Line Contract) distinctly providing that, "at points where stations or sidings are to be located, the grading must be of such width as the Engineer may require."

This work of laying out and grading the station grounds (in other words forming the necessary roads and yards thereat,) has been entirely overlooked—the grounds generally being simply left in their native state. What makes the matter even worse, is that excavations for borrowing have been allowed to be made in several instances close up to the platforms, and at places where future requirements may render it desirable to put sidings, in which case such places will have to be refilled. In any case the excavations that are too close to the platforms must be refilled.

The omission to do the grading within the station grounds, even for absolute requirements, will involve a considerable outlay. A road of at least sufficient width to allow two teams to pass must be made up to each station, and the ground around the buildings levelled and graded for the accommodation both of passengers and freight.

#### CULVERTS AND DRAINS.

The culverts and drains throughout have been well and substantially constructed. They consist of the following:—

102 Blind stone drains.

73 Stoneware pipe drains.—15 inch and 2 feet diameter.

80 Box and arch culverts from 2 feet to 4 feet opening.

68 Open culverts, from 2 feet to 10 feet opening.

The culverts, with five exceptions, which are of timber, have been built of masonry with stone of large and good quality, and compare most favorably with culverts of a similar character on other railways. We were not personally enabled to judge of their sufficiency in size for the passage of water during heavy freshets, but from the care and attention bestowed, we believe that sufficient water-way has been given.

#### BRIDGING.

The general character of the bridges is good, having stone foundations and abutments, with timber superstructures. There are forty-six bridges of spans ranging from 20 feet up to 100 feet, of which latter there is now only one. The total length of bridging on the entire line is 2,403 feet, or about half a mile in all.

The principal bridges are as follows:—

Over the Hillsborough River.		
"	Morrell	"
"	Marie	"
"	Medgill	"
"	St. Peters	"
"	Naufrago	"

The Hillsborough River bridge at Mount Stewart, is a single span of 100 feet, of Howe truss, on stone abutments, the track being laid on the lower chord.

The Morrell bridge, near Morrell station, was originally designed to be a fixed bridge of 100 feet span of Howe truss, but during its construction it was found necessary to convert it into a drawbridge, giving a water-way of 40 feet for the passage of vessels. This bridge rests entirely on piles, and is approached at either end by pile-bent structures of 50 feet in length. The track is laid on the lower chord. We were assured much labour and care had been bestowed in the construction of this bridge, so as to ensure its strength and efficiency.

The Marie bridge crosses the Marie river near its entrance to St. Peter's Bay. It consists of Howe truss of 50 feet span, 9 feet deep supported on stone abutments, carrying the track on the lower chord. The bridge is approached at both ends by sharp curves.

The Medgill bridge is across the stream of that name, also emptying into St. Peter's Bay. It is of Howe truss of two spans, one of 50 feet and the other of 30 feet, with stone abutments and centre pier. This bridge is placed on a curve of a radius of 600 feet, and is approached from the east by a gradient of 58 feet per mile, or 1 in 91, and from the west by one of 66 feet per mile, or 1 in 80, thus forming a most dangerous feature in the railway. It will be necessary, for safety, to bring the trains to a stand before passing on to this structure in either direction.

St. Peter's bridge over the stream at the head of St. Peter's Bay, consists of three spans, the centre one being a Howe truss of 37 feet, and the two ends 17 feet span of double stringers, with masonry abutments and piers.

The Naufrage bridge is of similar size and character as St. Peter's.

The remainder of the bridges consists of spans of from 20 to 30 feet, with abutments and piers generally of masonry, but in some cases timber bents set on masonry foundations have been used. The superstructure in all these is composed of the ordinary stringer with straining beams and struts.

In many cases the bridges are placed on curves and at the foot of heavy gradients. This is to be much regretted, as it will necessitate greater caution in approaching and running the trains over them than otherwise would have been required.

#### PUBLIC ROAD CROSSINGS.

There are 119 public road crossings on the level, which are all fairly up to specification.

#### CATTLE GUARDS.

These have been much improved since my visit in May last, and have been fenced with boards in lieu of wire. Slats or griddles over the spaces have been added, thus much more effectually guarding against cattle getting on the track.

#### PRIVATE OR FARM CROSSINGS.

There are no less than 759 private farm crossings, or at the rate of nearly four crossings to the mile, involving 1,518 gates.

These crossings being so numerous will be a source of much inconvenience and expense, besides increasing the chances of cattle getting upon the track through neglect to keep them closed.

#### SLEEPERS OR TIES.

The specification for the main line states that the number of ties shall be "at the

"rate of about twenty-five hundred (2,500) to the mile, seven feet long, flattened inches thick, and not less than eight or more than ten inches face."

When I passed over the portion of the line between Summerside and Alberton at the end of May last, I had occasion to remark upon the narrowness of the ties, and palpably short of specification were they in this respect that a thorough overhaul was promised. I was glad to find the matter had been attended to, though a many narrow ones have been slipped in here and there at places over the line, not on the Tignish and Souris extensions.

On our recent examination the actual number of ties placed in the track counted, and we found what appeared to us a serious discrepancy.

Instead of the ties on the main line being laid 11 at least to the 24 feet which would give the specified number of about 2,500 to the mile, there were an average of 10 so laid, which gave only 2,200 to the mile, thus showing a deficiency of about 300 ties per mile, or for the entire main line of 146 miles, no less than a total deficiency of 43,800 ties, which at 20 cents per tie amounts to a loss in value, \$8,760, to say nothing of the inferiority of the track made by the lesser number.

With regard to this matter, the Chief Engineer stated to us that although 25 ties to the mile was distinctly stated in the specification, it was quite *understood at the time of letting the contract* that that number was intended to include the ties required for the sidings which (allowing ten per cent for the entire mileage of sidings) practically reduced the number to 2,200 per mile. As a matter of fact, however, only 4 per cent, instead of 10 per cent, of sidings was put in, but this deficiency of sidings I shall deal with specially under its proper head.

In support of his statement, Mr. Boyd referred to the drawings and quantities in the schedule which were made up after the contract was actually let, which show 2,200 ties to the mile.

In the contract for the Extension Lines made a year later, the number of ties per mile was specified as 2,200—the word "about" being left out. With this exception and the reduced number of ties per mile, the wording in the one contract is the same as in the other. There would therefore appear to have been quite as much justification for interpreting that sidings were to be allowed for in the 2,200 ties to the mile for the branches, as in the 2,500 ties to the mile for the main line.

As to the kind of sleepers provided, we found that they were generally in accordance with the contract. Spruce and tamarac being the prevailing woods used.

#### BALLASTING.

The specification provides that the ballast is to be of clean coarse sand or gravel or broken stone, put on at the rate of two thousand two hundred cubic yards per mile of main line, and one cubic yard to each lineal yard in sidings.

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While we found that the quality of the ballast used was fairly up to specification, it is my duty to report that the result of the test we made shewed a considerable deficiency in quantity—particularly between Hunter River and the western terminus of the line, Tignish, a distance of 96½ miles. From the notes taken at each mile, we estimate that the deficiency will not be less than 30,000 cubic yards, which at the prices fixed in the schedules would amount to a loss in value of about \$15,000.

#### RAILS, FISH-PLATES, BOLTS, AND SPIKES.

The rails specified were as follows:—"They are to be of T pattern, weighing forty pounds per lineal yard, and in lengths not exceeding twenty-four feet, to be of Sanilberg's standard section, and to be subjected to such tests as the Engineer shall direct." The specification appears to have been generally complied with, though a small portion of the rails are twenty-six feet in length.

The fish-plates, bolts and and spikes also comply with the specification given in the contract. The fish-plates are of iron.

#### STATION BUILDINGS, ENGINE HOUSES, CAR SHEDS, TANK HOUSES, ETC.

I dealt very fully with this subject in my previous report, wherein I pointed out that although the contracts entered into between the Provincial Government and the Contractors, provided dwelling rooms for the station masters, that accommodation so indispensably necessary for the proper working of the line and protection of property had been subsequently dispensed with. This departure from the original designs, made by order of the Provincial Government, will now involve an expenditure of about \$4,500.

I beg now to append to this report a detailed statement showing the station buildings, engine houses, car sheds, &c., as originally designed and as now erected.

By this statement it will be seen that very extensive alterations and reductions have been made, not by any means improving the accommodation originally provided for. The extraordinary omission to provide dwelling-houses at stations as per contract, has most inconveniently retarded the staff appointment.

In my preliminary report referred to above, I likewise called attention to the omission to provide in the contract, shed accommodation for town freight at Charlottetown and Summerside. This oversight will have now to be made good in the manner I have suggested in other communications to the Department. I also reported fully on the non-provision of workshops and arrangements necessary for providing for these and also for better passenger and general office accommodation at Charlottetown, all of which are now in course of execution.

#### SIDINGS.

I now come to the matter of sidings, to which it is my duty also to call special



attention, there being in our opinion a most important deficiency. The contract distinctly states in clause 112, main line specification, that the total clear length of sidings to be laid shall be equal to about *one tenth* of the length of the main line, and exactly the same provision is made in clause 101 of the specification for the extension lines.

At none of the intermediate stations have any double sidings been provided, and at Charlottetown and Summerside the provision made will be inadequate to the requirements.

The total length of the main line as given by the Chief Engineer is:—

Main line, Casumpee to Georgetown.....	142.2 miles.
Western Extension, Alberton to Tignish.....	13.3 "
Eastern Extension, Mount Stewart to Souris.....	39.0 "
Total.....	198.5 miles.

Taking this mileage therefore as the basis on which the siding accommodation has been calculated and allowed for in the schedule of quantities attached to the contracts, we ought to have found siding accommodation over the entire line equal to 19.85 miles, being at the specified rate of ten per cent of the whole mileage.

The total length of the sidings constructed however,—including all the wharf sidings and also the Yards at Summerside, Riverview Junction, and Mount Stewart—only amounts to 7.85 miles, showing a deficiency of more than 11.96 miles. In other words instead of ten per cent. four and a half per cent. only has been laid in.

The material and labour prices given by the Chief Engineer represents a value of \$65,000

#### WHARVES.

There are wharves provided at six points upon the railway, namely, at the ports of Casumpee, Summerside, Charlottetown, Georgetown, St. Peter's, and Souris. The work, as far as we could examine, appeared to have been done in accordance with the specifications and instructions given to the Contractors. They are all constructed upon the same plan, viz. double concrete work, trenched and ragged spiked, and filled with stone, brash, and gravel. The length of each wharf is as follows:—

Casumpee .....	565 feet.
Summerside .....	1,733 "
Charlottetown.....	764 "
Georgetown .....	790 "
St. Peter's .....	586 "
Souris .....	400 "
Total.....	4,838 "

The width of the wharves at the ends is 60 feet, which width is maintained for a length of 300 feet towards the shore; the remaining length is 40 feet wide.

The wharf at Summerside is unnecessarily long, and too much exposed. The end has been already damaged by ice and by the washing of the sea, and in our opinion it would be prudent that the freight shed, which is located there, should be brought nearer to the shore. The objection to this is the *shallowness of the water*. And this objection applies equally to the wharf at Charlottetown, the end of which is now only available for large vessels to a point. To make both these wharves conveniently accessible for vessels, the dredging suggested in my preliminary report should be done. At Charlottetown the dredge could be profitably made use of for filling up the large water space at the side of the yard now left unfilled, but which has been cribbed, and which it is very essential should form part of the station grounds, to allow of the necessary extension of works and the putting in of the sidings originally contemplated, and without which the station cannot be regarded as complete.

#### LENGTH OF RAILWAY, ALIGNMENTS, AND GRADIENTS.

The length of line as finally constructed is 28 miles in excess of that approximately given in the contracts. They compare as follows:—

	As per contract.	As actually constructed.
Main line—Casumpee to Georgetown	120.0	146.2
Western extension—Tignish to Alberton	11.0	13.3
Eastern extension—Mount Stewart to Souris	39.5	39.0
Total length.....	170.5	198.5

The alignments are as under:—

Total straight line, 132.51 miles, or 66½ per cent. of whole length.  
Total curvative, 65.99 " 33½ " "

The following is an analysis of the curves:—

Curves of a radius 955 feet and over.....	41.65 miles.
do do 604 feet to 955 feet.....	23.72 "
do do 400 feet to 573 feet.....	00.62 "
Total.....	65.99 miles.

The *minimum radius* allowed by contract for the main line is 600 feet. This has been exceeded near Charlottetown for about four-tenths of a mile.

The gradients generally are both extensive and heavy. Of the entire 198½ miles of railway, 28 miles, or 14 per cent. only, are level, while 170½ miles, or 86 per cent., consist of inclines.

The maximum grade specified for the main line is 60 feet per mile or 1 in 36 $\frac{2}{3}$  miles, and on the extensions 29 $\frac{1}{2}$  miles. The steepest gradient on the main line is 70 feet per mile, or 1 in 75, of which there is one-fifth of a mile. And on the extension near Souris, there is one for a distance of 1 $\frac{1}{2}$  miles of 74 feet per mile or 1 in 71.

*The extraordinary amount of curvature and extent of steep gradients are much to be regretted, as the cost of working the traffic will be very much increased thereby, while in winter with snow and ice upon the track, operating the line will be rendered very difficult and tedious.*

#### GENERAL.

The Dominion Government should be secured against all claims for any right of way or station grounds which may now be in dispute or unsettled, also against any claims which may arise hereafter on account of the lands now occupied, including wharves and water frontages, so that their free use and access may not hereafter be disputed.

The Dominion Government should also have a guarantee that all the public and private road crossings are now constructed and in the proper positions, and also against all claims for diversion of water courses or impediments in rivers impairing navigation or other public or private rights, especially at Morrell and Mount Stewart.

Having now generally given the results of the informal examination of the railroad, which by the assistance of the Contractors, we were happily able to accomplish in as satisfactory a manner as the absence of plans and also of the Chief Engineer would permit, I will continue the *resumé* of my interview, and correspondence with the Provincial Authorities.

So late as the 24th of November I received information that the plans showing the lands taken for railway purposes, had not up to that time been filed at the Registry Office, and dedicated to the public as required by law. I at once notified the Provincial Government of this serious omission, and on the 21st December, a month later, was officially informed that the necessary steps had been taken, and that the plans were then duly recorded.

I have incidentally referred to my having been detained at Charlottetown while Mr. Ridout completed the examination remaining to be done at the eastern end of the line. The cause of this detention was the urgent representations which had been made by those engaged in buying grain for shipment, of the disappointment they felt at the railway not yet being completed and opened, and which threatened them with serious pecuniary loss.

I immediately placed myself in telegraphic communication with you on the subject, and received your authority to consent, so far as the consent of the Dominion Government was necessary, to the Provincial Government permitting the Contractors to make temporary arrangements for carrying traffic for shipment, until the close of navigation which was duly effected. On the 17th of December the Contractors notified their intention of withdrawing from the arrangement on that day. Representing to them that this sudden stoppage might lead to much public complaint and suggesting that a longer notice if possible, should be given, I was informed by them that the course taken was entirely unavoidable,—heavy snow storms having prevailed completely blocking the traffic, the snow on many parts of the line being from 8 to 15 feet deep,—and that owing to their utter inability to move the traffic, the receipts had been nil, while the expenses were so excessive that they as private individuals, could no longer continue a service which could only be undertaken by those better able to bear the loss than they were.

As soon as possible after the examination we had made of the railway I saw Mr. Owen, and also Mr. Boyd, and afterwards arranged for the latter gentleman to meet Mr. Ridout for the purpose of going over the notes of our trip, so as to facilitate our progress when he should be ready to make with us the proposed official inspection.

Monday the 30th of November, was fixed upon by him for this tour. In the meantime it had incidentally come to our knowledge that it was Mr. Boyd's intention to hurriedly withdraw from the Island.

We met on Monday, as arranged, and made an early start for the west, hoping that the entire week would be devoted to the inspection, so that the accuracy or otherwise of the notes that Mr. Ridout and I had made might be tested. Such a procedure, however, did not appear to be consonant with Mr. Boyd's arrangements; and so unsatisfactory and painful did the course taken by him become to me, that I had no alternative left me but to officially communicate my disappointment to the Premier of the Government. In order to do so at this matter properly, I feel I must here give *in extenso* a copy of the letter I addressed to Mr. Owen, together with a copy of the reply I received from him, and likewise my rejoinder. They are as follows:—

CHARLOTTETOWN, P. E. I.,

2nd December, 1874.

SIR,—At the invitation of Mr. Boyd, Engineer for the Provincial Government of the Prince Edward Island Railway, I and Mr. Ridout, Esq., passed with him over the line on Monday the 30th ultimo between Charlottetown and Tignish, and on Tuesday, yesterday the 1st instant, between Charlottetown and Summers.

We left on Monday at 7.40 a.m., and I expressed a wish to Mr. Boyd to spend two days on the trip, the distance between Charlottetown and Tignish being 117

miles, but he stated he could not consent to do so, as he had decided to go away from the Island for good by the next steamer, leaving Charlottetown on Thursday morning (to-morrow) about 5 a.m.

Daylight closed by the time we reached Huntley River Bridge on the Tignish Branch about three miles from Alberton, and about that time the labours for the day ceased, leaving the line and stations between Huntley River Bridge and Tignish unexamined. We went on in the dark to Tignish to leave some empty passenger cars, and were brought back to Charlottetown during the night, reaching there at 3 o'clock yesterday morning.

We again left Charlottetown with Mr. Boyd, about 11 o'clock the same morning, for Souris, and when just before starting, Mr. Laird and I met you at the station, it was with very much reluctance that I felt compelled to express to you my dissatisfaction with the very hurried manner in which this examination with Mr. Boyd was being made, and which led me to fear that he was not thereby doing justice to himself, or to your Government.

We arrived at Souris at 5 p.m. and expected Mr. Boyd would, the next morning, finish the tour between Mount Stewart and Georgetown; but he stated he could not, as he had made an appointment to meet you this morning, hence we were brought back to Charlottetown last night, and did not go to Georgetown at all.

I have, with much pain, to record my protest against these hasty proceedings, and I cannot but regard Mr. Boyd's departure from the Island at this juncture as most unfortunate.

Up to the present we have been furnished with scarcely any of the plans and statements we have asked for. Mr. Boyd surely ought to have had all these things in his possession, and if he had not, it would have been very easy for him to have got them from the Contractors. As it is, Mr. Ridout and I have been compelled to get the details as we best could, by personal examination and measurement, in anticipation of the immediate completion of the line by the Contractors, and of the arrangements to be made by your Government for its final transfer to the Dominion. And now that we are prepared to compare our notes and observations on the work done, with the working plans and specifications, with the view of enabling the Dominion Government to accept the railway if ready for them, Mr. Boyd has intimated to us his determination suddenly to leave the Island, although it is palpable that his presence is indispensable for the satisfactory completion of the work.

This course is incomprehensible to me, and it is my duty to communicate to you, both my surprise and my regret.

I have the honor to be, Sir,  
Your obedient servant,

The Hon. Lemuel C. Owen,  
President Executive Council, P. E. I

THO. SWINYARD.

## EXECUTIVE COUNCIL.

PRINCE EDWARD ISLAND, Dec. 3rd, 1874.

SIR,—In reply to your's of yesterday, I regret to inform you that I found Mr. Boyd very ill, and unable to attend to his duties; he had been at work in the forenoon, although complaining, and in the afternoon left the office and remained with Mr. Cox, his Assistant Engineer, until nearly ten o'clock; he wished to be quiet, and at the same time, from the nature of his illness, did not like to be alone; he told me that the attack had been coming on for some days, but that yesterday he became much worse, and that he could not, with justice either to the Government or to himself, attend, in his present state of health, to the work remaining to be done; he wished much to be allowed to go to his home in St. John for a few days, to recruit, after which he will return and attend to receiving the road from the contractors; he said that he would reply to your letter from St. John.

I had intended insisting that Mr. Boyd should remain to arrange matters with you, but when I found him so very ill, I could not do otherwise than allow him to go away for a few days.

If you or Mr. Ridout will appoint an hour to-day to meet me at the railway, I will see that all the plans, &c., shall be given you. I understand that there is a possibility of one of them yet being required in the office, if so, it can be retained for the present.

I have the honor to be, Sir,

Your obedient servant,

L. C. OWEN.

*President Executive Council.*

CHARLOTTETOWN, P.E.I., Dec. 4th, 1874.

SIR,—I went to your office at 1 p.m. yesterday for the purpose of thanking you for your letter in reply to mine of the previous afternoon, but I was not so fortunate as to meet with you. Mr. Ridout, however, had called for the plans, &c., which you kindly promised we should now have. Though so obviously necessary to enable me to fulfil my duty to the Dominion Government, it was with the utmost regret that I had to trouble you so often for them. I can assure you that it has been, and still is, my anxious wish and study to accomplish the work entrusted to me in the most convenient manner to your Government.

With regard to Mr. Boyd's departure from the Island, I am truly sorry that though I find it was your intention to have requested him not to carry his decision into effect until matters were arranged, you were, by his sudden attack yesterday, prevented from doing so. When Mr. Ridout and I made our trip with him over the line, on Monday and Tuesday, he appeared to be as well as usual. The imprudence, however, of his attempting to accomplish so much in so short a time, and at such

unreasonable hour, is now manifest, but I trust sincerely that the attack will not prove serious, and that we shall soon have the pleasure of again seeing him here.

I have the honor to be,

Your obedient servant,

THO. SWINYARD.

The Honorable Lemuel C. Owen,  
President Executive Council,  
P. M. L.

After the correspondence I met Mr. Owen, and represented to him the importance of our meeting Mr. Boyd to discuss in detail with him, and with all the plans and specifications before us the work that we had examined, and the deviations and omissions we had reason to believe had been made. Mr. Owen concurred in the desirability of such a meeting, and to prepare Mr. Boyd for the general subjects for discussion, I submitted to Mr. Owen, on the 10th December, a list of the principal points it was our wish to have gone into.

On the same day (Thursday), the 10th December, after one week's absence, Mr. Boyd returned. I at once called upon him, informed him of the proposed meeting with him as arranged by Mr. Owen, and suggested, as he appeared fatigued after the journey he had made, that possibly Saturday would be convenient for it, though any day he might fix upon would suit me.

Saturday morning I received a word from Mr. Boyd. In the afternoon, however, Mr. Owen came to the station to see some of the members of the Council and by a special train. Saturday noon he called at my office and found one or two of them there, but said nothing about the proposed meeting, nor did he then inform me that the Government had been waiting for that meeting to take place, decided to accept the railway from the contractors. He, however, mentioned that he would call round upon me in the evening, if I was not engaged, but this I happened to be.

It will be borne in mind that no man until after Mr. Boyd had left the Island, had I or Mr. Reid been able to explain the plans and specifications I had so urgently and frequently requested some of the *advisers* called for were given), and it was, of course, only after then that we were placed in a position to analyze the examination we had made without them. It is evident, therefore, our proposed meeting as one of great consequence, and one at which I could prosecute useful enquiry into other matters that had incidentally come to our knowledge, and about which we were anxious to obtain particulars: for instance, it appears that in addition to the amount *per mile fixed in the contracts*, special subsequent agreements had been made by which the Contractors had been allowed the sums of \$40,000 for additional work on the main line, and \$22,000 for additional work on the branch lines, or \$62,000 in all. It was also reported that a large sum had moreover been allowed for changing from a fixed bridge to a draw bridge over the Morrell River. At our proposed meeting, therefore,

It was our intention to have made some general enquiry into these matters, and until we had had the advantage of the explanations which might be given at that meeting, we decided to defer submitting any estimate of deficiencies which we presumed existed, and which, according to the rough calculations we ourselves had made, were as follows, viz., for—

Clearing.....	\$ 800
Fencing, gates, &c.....	3,000
Grading at stations.....	2,500
Ties or sleepers.....	8,760
Ballast.....	15,000
Sidings, including iron.....	65,000
Station dwellings.....	4,500
Rolling Stock.....	1,007

Total.....\$100,567

You may well judge of my surprise then, when late on the following Monday afternoon, I received at my office a letter from Mr. Owen enclosing a general statement prepared by Mr. Boyd, and purporting to be an answer to the matters I had briefly proposed for discussion, ignoring altogether the meeting that had been arranged with me for the purpose of entering into those matters in detail, in a business-like and cordial manner, with all the plans and specifications before us, and which I had only been able to obtain after Mr. Boyd had gone away.

At my lodgings, later in the evening, I was further surprised by receiving another letter from Mr. Owen of the same date, informing me that the engineer in charge having certified that the road, with certain exceptions (briefly enumerated), was completed according to the conditions of the contract, the Orders in Council, and his (the Engineer's) instructions, the Government of the Province were prepared to deliver over to me as the representative of the Dominion Government, the railway and plant on the following Thursday, the 17th December, being two clear days only from the date of his letter.

Hereupon a lengthy and comprehensive correspondence ensued between myself and Mr. Owen. I expressed my regret at so serious a step having been taken by the Provincial Government in face of the very important facts and circumstances I had brought to their notice, and into the details of which I had been led to believe it was the desire that a full and deliberate examination should be made.

The wishes I had expressed, and the efforts I had made to have all matters properly dealt with, having been disregarded, and no further good being likely to result from my still pressing for a meeting after the certificates had been given by the Chief Engineer, and being desirous moreover to carry out your wishes not to



allow any avoidable obstacle to delay the opening of the railway if it could really be effected, I immediately made known the position of affairs to you, and have retained the services of Mr. Malcolm McLeod, and Mr. Louis H. Davies, two of the most able and eminent practitioners in the Island, as my legal advisers, I laid all the facts and circumstances before them.

They heartily approved of the desire manifested by the Dominion Government to take no objection that would interfere with putting the road into immediate operation if found practicable, and with this view I was advised to submit for the consideration of the Premier of the Local Government the following propositions and upon the acceptance of any one of which to express my readiness to assume possession of the railway.

1st. "That the Island Government bind themselves to complete the railway according to contract, making good the deficiencies and omissions to which I have already called your attention, and such other defects and deficiencies in the completion of the railway and plant according to contract as a fuller examination may show to have existed at the time of its delivery to the Dominion Government; or,

2nd. That the Local Government authorize the Dominion Government to make good the deficiencies and omissions above referred to, at the expense of the Local Government; or, if neither of these proposals is accepted, then

3rd. That all disputed matters be left open for future adjustment between the two Governments, and that my entering into possession of the road and plant shall not be construed in any way to prejudice the Dominion Government."

These propositions were addressed by me to Mr. Owen, on the 17th December, and on the 21st of that month he sent me a reply stating that he could not, for the Government of the Province, agree to the propositions contained in my letter, and repeating his notification to me to "take charge of the railway in order to open the same for traffic."

On the following day, the 22nd December, having again consulted counsel, I wrote to Mr. Owen expressing my deep regret that his Government should have declined to accede to any one of the very reasonable propositions I had made, as such a course forced upon me, in order fairly to protect the interests of the Dominion, the acceptance of the railway under protest, and without prejudice to the rights of the Dominion Government, leaving the points in dispute to be settled between the two Governments in such a way as they might think proper.

I had occasion, however, to demur to taking possession of the railway while the Contractors (notwithstanding delivery had been tendered by Mr. Owen) were still controlling it, and had several trains upon the line in charge of and under the direc-

of their own men. But upon these matters being arranged, I prepared to enter into possession.

Early on the morning of 23rd December, I received a note from the Premier stating that he was indisposed and confined to the house, but wanted particularly to see me.

I accordingly waited upon him, when he informed me that he had been greatly disappointed to find that some work upon the Railway which he had been led to believe had been completed (mentioning bumper blocks, amongst other things) had not been attended to; and that he had decided to ask me *not to assume possession of the railway and the plant until they had, when he would give further notice.* This took me greatly by surprise, after the official notification he had given me nine days previously that the completion of the railway had then been certified to by Mr. Boyd, and that it would be ready for me to take possession of on the 17th.

Such being the case, I requested and received from Mr. Owen a written notification to that effect; and I immediately afterwards informed you by telegram how matters stood.

Some perplexity evidently arose after this notice from Mr. Owen had been given to me, as in a few hours afterwards the Assistant Clerk to the Council came to ask me to return with him to Mr. Owen's house, and take back the letter.

I told this gentleman that I could not give back the letter, as the substance of it had already been transmitted to Ottawa; but that I would have great pleasure in calling upon Mr. Owen after I had fulfilled an appointment which was then about due. Later on in the afternoon I received another communication from Mr. Owen, informing me that he was now prepared for me to take possession.

Having in the correspondence which passed duly represented to Mr. Owen the hurried and inconsiderate manner in which the railway and plant was proposed to be handed over, and having made arrangements for the latter to be examined and reported upon by the Mechanical Superintendent as soon as circumstances would permit, I raised no further question, but took partial possession on Monday, the 28th, and full possession on Tuesday, the 29th December, subject to the reservations I had made as to the rights and interests of the Dominion Government, and I at once advertised that the railway would be opened for public traffic on Monday, the 4th January, 1875, *weather permitting.*

I had arranged to do in the meantime everything that was possible to clear the line of snow, and to work off any grain traffic it might be in our power to move for shipment *via* Georgetown.

Two Snow ploughs and some of the Engines had already been disabled by the Contractors in their efforts to do this, but I was determined, in order to convince the

public of the *bond fide intentions of the Dominion Government*, which had been unjustly called in question, to allow nothing short of *physical impossibility* to prevent the railway from being put into operation, although from the very circumscribed means at command, as well as from the fact of the telegraph line not yet being ready, nor any dwellings erected so that station-masters could be appointed, I could only hope to do so in a very limited manner.

The weather unfortunately proved an insuperable barrier. In addition to the intense cold, snow-storm succeeded snow-storm, until all the efforts that we could make proved unavailing. I then telegraphed to you that the difficulties were insurmountable, and received your instructions to cease endeavors for the present. I acted accordingly, and happily succeeded in getting all the locomotives back to Charlottetown just before the most furious storm that had yet occurred took place, and which for several days blocked up all road communication in the country.

In evidence of the overwhelming obstacles we had to contend with, as well as to show the special exertions made to meet the public wish that the railway should be opened, I append hereto copies of two reports made to me by the Conductors in charge of the trains sent out.

I duly issued notices of postponement; placed all the first-class cars under cover; housed all the engines; fixed upon the alterations necessary to turn the large shed that had been erected for storing cars, into workshops; and made arrangements for the erection of machinery, and for a thorough overhauling and repair of the locomotives, as well as for the building of two new snow ploughs of stronger and more suitable construction than those supplied by the contractors. I likewise concluded arrangements for the supply of 5,200 telegraph poles to be delivered during the winter for erection during the ensuing summer.

With regard to the locomotives provided under the contract. I may at once state from the experience I have already had that the six light tank engines are practically useless in winter for traffic purposes, which will thus materially reduce the locomotive power available for working the railway; but upon this subject and upon other matters of detail I will not now enter, but will reserve them for full discussion with you and action hereafter. I beg, however, to submit a copy of a report made under my directions by the Mechanical Superintendent, Mr. Strouch, which will enable you readily to see what is the present general condition of the rolling stock. But before leaving this subject it may be well that I should point out what appears to me to have been a very grievous mistake on the part of the Chief Engineer in permitting the substitution of horizontal for vertical outside boarding of the box cars as originally designed. The horizontal plan is greatly inferior, and has been generally discarded by all Carbuilding and Railway companies, who now build almost exclusively on the vertical plan.

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By the Departmental Reports already forwarded by me, you will have been made aware that the estimated expenditure of \$20,000 for mechanical workshops at Charlottetown will be obviated for some time to come by fitting up and making use of the present car shed, and part of the round house, for that purpose, at a cost of only about \$3,500, thereby saving an immediate expenditure of \$16,500.

In conclusion, I very respectfully beg to attach hereto a full and complete copy of the correspondence which has passed with the Premier of the Province of the Island in relation to the railway. It will be seen that I have had a very difficult as well as a very delicate task to perform. I can, however, conscientiously state that I have pursued it with the kindest intentions and feelings towards all those with whom it has brought me in communication.

For easy reference I likewise attach a synopsis I have carefully prepared, showing in a concise form all the leading features connected with the Prince Edward Island Railway.

I have the honor to be, Sir,

Your obedient servant,

THO. SWINYARD.

Having carefully examined the Prince Edward Island Railway in company with Mr. Swinyard, and also the contracts, plans and specifications obtained in reference to the same, I hereby join in and certify to the correctness of the statements and conclusions submitted in this report in relation thereto.

THOMAS RIDOUT.

Hamilton, Ontario, 8th February, 1875.



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**APPENDIX TO REPORT**

**ON THE**

**PRINCE EDWARD ISLAND RAILWAY.**

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**LIST OF APPENDICES.**

- A.—Synopsis.—Contracts—Construction and Rolling Stock.**
  - B.—Conductor Taylor and Wood's Report.**
  - C.—Mr. Stronach's Report.**
  - D.—Statement of Station and other buildings**
  - E.—Correspondence with Provincial Government.**
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## APPENDIX A.

## PRINCE EDWARD ISLAND RAILWAY.

## SYNOPSIS OF CONTRACTS, CONSTRUCTION AND ROLLING STOCK.

Date of Act authorizing the construction .....	17th April, 1871.	
Date of Act to amend the same.....	9th Aug., 1872.	
Date of contract for main line, Cascumpec to Georgetown .....	11th Sept., 1871.	} Collingwood Schreiber, contractor.
Date to be completed.....	7th Sept., 1874.	
Price per mile.....	\$13,845.67 (£2,845 stg.)	} Schreiber & Burpee, contractors.
Date of contract for branch lines.....	31st Dec., 1872.	
Date to be completed.....	7th Sept., 1874.	
Price per mile.....	\$14,840.	
<b>LENGTH OF RAILWAY.</b>		
Main line .....	146.2 miles.	
Western extension.....	13.3 "	
Eastern extension .....	39.0 "	} 28 miles in excess of approximate length in contracts.
Total .....	198.5 "	
Width of gauge .....	3ft. 6in.	
Sharpest curve on main line .....	573ft. radius.	} 600 feet is the minimum radius allowed by contract for main line. The branch lines were located by Government Engineer, and therefore the limiting curve or gradient is not mentioned in the contract.
Length of do .....	00.42 miles.	
Sharpest curve on branch line .....	400ft. radius.	
Length of do .....	00.20 miles.	
Curves often occurring.....	604ft. to 955ft. rad.	
Length of do .....	34.18 miles.	
Proportion of straight line.....	$\frac{1}{2}$ or 132.4 miles.	
do curves .....	$\frac{1}{2}$ or 66 miles.	
<b>GRADIENTS.</b>		
Steepest gradient—main line.....	70ft. per mile, or 1 in 75	} 60 feet per mile or 1 in 88 is the maximum gradient allowed by contract for the main line.
do branches.....	74ft. per mile, or 1 in 71	
Length of gradient exceeding 60 feet per mile...	66.05 miles.	
Per cent. of whole line .....	33.27 "	
<b>FENCING.</b>		
Wire fence.....	165.1 miles	
Post and board.....	28 "	
Common rail.....	3 "	
Width of embankment at formation .....	12 feet.	
do earth cuttings .....	16 "	
do rock cuttings .....	14 "	
<b>CULVERTS AND DRAINS.</b>		
Blind stone drains .....	No. 102	
Stoneware pipe drains, 15in. to 2ft. diam.....	73	
Masonry box and arch culverts.....	80	
Masonry open culverts.....	68	
Total number .....	323	
Average number per mile.....	1.63	



## SYNOPSIS OF CONTRACTS, CONSTRUCTION AND ROLLING STOCK.—Continued.

BRIDGES.			All bridges are of timber superstructure, generally pile foundations, and masonry piers and abutments.
Number of bridges.....	46		
do per mile.....	00:23		
Total length.....	2,403	feet.	
Length per mile.....	12	"	
Greatest span (Howe truss).....	100	"	
General length of span.....	20 to 30	ft.	
ROAD CROSSINGS.			
Number of public road level crossings.....	119		
Number per mile.....	00:6		
Number of farm level crossings.....	759		
do do per mile.....	3:82		
PERMANENT WAY.			
Description of rail.....	Iron T pattern.		
Weight per yard.....	40	lbs.	
General length.....	24	feet.	
Fish plates—length.....	18	inches.	
bolts—size.....	$\frac{3}{4}$	inch.	
Spikes.....	$4\frac{1}{2}$	in. by $\frac{1}{4}$ in.	
Sleepers or cross-ties—length.....	7	feet.	
do do thickness.....	5	inches.	
do do average face.....	8	"	
Number per mile.....	2,200		
do do width.....	8	feet.	
do do Hunter River, mean centre depth.....	10 $\frac{1}{2}$	inches.	
do do Amazon River, average to Charlotte's wharf.....	13 $\frac{1}{2}$	"	
do do Georgetown and Souris, mean centre depth.....	13 $\frac{1}{2}$	"	
WHARVES.			
do do length.....	565	feet.	
do do width.....	1,753	"	
do do area.....	704	"	
do do volume.....	700	"	
do do height.....	580	"	
do do depth.....	400	"	
Total length.....	4,838	"	
SIDINGS.			
Total length.....	7:89	miles.	
Per cent. of 198:5 miles.....	1	per cent.	
STATIONS.			
Total number.....	70		
Number per mile.....	00:35		
Number of 1st class passenger buildings.....	6		
do do 2nd class combined passenger and freight.....	12		
do do 3rd class platform and shed.....	51		
do do freight houses.....	5		
do do coal sheds.....	10		
do do water tank houses.....	13		
do do engine houses.....	5		
do do car sheds.....	6		

## SYNOPSIS

Number of loco

do 1st  
do 2nd  
do 3rd  
do 4th  
do 5th  
do 6th  
do 7th  
do 8th  
do 9th  
do 10th

10 $\frac{1}{2}$  lbs. per pair.  
13 $\frac{1}{2}$  oz.  
5 $\frac{1}{2}$  oz.

The ties are principally spruce and tamarac (or juniper.) The main line contract calls for 2,500 per mile of juniper, pine, cedar, hemlock or spruce. The branch line contract calls for 2,200 per mile of juniper or cedar.

96 $\frac{1}{2}$  miles.102 $\frac{1}{2}$  "

The width of wharves at the ends is 60 feet, maintained for about 300 feet towards shore; remaining length is about 40 feet wide.

19:85 miles provided for in contract.

10 per cent. provided for in contract.

Including freight shed at Cascumpe.

## SYNOPSIS OF CONTRACTS, CONSTRUCTION AND ROLLING STOCK.—Continued.

ROLLING STOCK.		
Number of locomotives .....	14	Six of them are unsuitable for train service in winter.
do do per mile .....	00 07	
do 1st class cars .....	11	
do do per mile .....	00 07	
do 2nd class, baggage combined .....	2	
do postal express and smoking .....	5	
do box cars .....	125	
do do per mile .....	00 63	
do platform cars .....	13	
do do per mile .....	00 22	
do snow ploughs .....	4	
do flangers .....	3	

## APPENDIX B.

REPORT OF CONDUCTOR WOODS, IN CHARGE OF SPECIAL TRAIN,  
CLEARING TRACK BETWEEN CHARLOTTETOWN AND GEORGETOWN.

THOS. SWINYARD, ESQ.,

SIR,—I herein submit report of my train from the 28th of December, 1874, till January 7th, 1875.

I started on Monday, the 28th, with five box, one second-class and one first-class and flanger cars and snow plough; left Charlottetown 1.10 p.m.: arrived at Royalty Junction 1.30 p.m.; there I was detained by snow and ice on the rails five and a half hours. We were then compelled to return, arriving at Charlottetown at 8 p.m.; distance, five and a quarter miles. Had two engines, Nos. 12 and 9. Found it impossible to penetrate the snow.

Tuesday the 29th.—Made another attempt for Georgetown by sending Baggage-master Scott out with engine No. 9 at 7 a.m., with about twenty men to pick out ice from flanges of rail; then followed from Charlottetown at 10.30 a.m., with plough and first and second-class and flanger cars and two engines, Nos. 11 and 9. Arrived at Royalty Junction 11.55 a.m.; left at 12.5 p.m. Had hard work before us; but arrived within three-quarters of a mile of Mount Stewart at 5.30 p.m., when snow-plough ran off the track taking the engine with it. No damage done to engine, but snow-plough badly broken. We used every effort to get engine on track, but had to give up attempts for the night and arrange to start back with No. 9 engine and train to Charlottetown for assistance. We proceeded about two and a half miles when we got stuck in the snow, and in trying to get out we got our second-class car off the track. It was snowing and blowing very hard, so hard that the men could not stay out more than fifteen minutes at a time. We worked until 2 a.m., with twenty-one men, then laid by till 6.30 a.m.

Wednesday the 30th.—Went to work at 6.30 a.m. again, but most of the men left because weather was so cold. At 8 a.m. I got a team and started for town to report to you and get assistance. Started back with extra train at 1.30 p.m. and another gang of ten men. We got to within one mile and a half of Millcove Road at 12.30 a.m., and laid by for the night. Went to work at 6.30 a.m. Did not arrive at the train stuck in the snow till Thursday at 12.30 p.m. Had to shovel most of the way to get to where the train was stuck in the snow. We were twelve hours getting there (twenty-one and a quarter miles).

Thursday, 31st.—Got train out of snow and then started for engine No. 11, which had got off the track on Tuesday night. Got to her at 7.30 p.m., but found she had been got on track under directions of the driver, with the help of five or six men, working day and night. It was very cold, so cold that other men would not work. (I think the driver, George Forrest, deserves great praise.) We then went to work getting plough on the track. Got her on, and found that she was so disabled that she would not run. Worked until 12 p.m. Thursday night.

Friday, January 1, 1875.—Finished getting the plough off the track into the ditch, in order to have clear track. As the plough was too much damaged to be again used, it was useless to attempt to proceed further toward Georgetown, and our alternative was to return to Charlottetown. Mr. Stronach started with engine No. 7 and second-class car. I followed in about one hour with two engines and second-class car and flanger. Overtook Mr. Stronach at Millcove Road. About two miles further on he got second class car off track. We got car on, and eventually arrived at Charlottetown at 10.45 p.m., after having to shovel a good part of the track to get back.

Saturday, January 2, 1875.—Received orders to start with Auxiliary train for Hunter River and relieve Conductor Taylor, who had been snowed up since the pre-

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vious Tuesday. Left Charlottetown at 3 p. m. Got within one mile of North Wiltshire when we also got stuck in the snow. Worked till midnight, then laid by till Monday morning.

Monday, January 4.—Went to work at 6.40 a. m. with thirty-six men. Passed North Wiltshire at 11.20 and worked till 4 a. m. Tuesday morning, then laid by till 7 a. m.

Tuesday, January 5.—Started at 7 a. m. to work my way to Hunter River. Had to shovel and pick most of the way. Arrived at Hunter River at 11.15 a. m. Had engine No. 7, driver George Forrest. Detained seven hours and fifty minutes: distance five miles. Started for Charlottetown from Hunter River at 7.40 p. m. with engines Nos. 8 and 9, drivers Sprague and Gardiner, with two second-class, one box and flanger cars; arrived at North Wiltshire 8.20 p. m. Left 10.25 p. m. Arrived at Royalty Junction 11.30, and at Charlottetown 12.5 p. m. At Hunter River we left Conductor Taylor with two dead engines, two second-class cars and snow-plough, and two live engines, with instructions to follow. But after we left one of the engines gave out, and he had to lay by for further relief.

Wednesday, January 6.—Relief train went out at 8 a. m. for Hunter River, to return with dead engines, &c. In returning it got off track near Colville Road.

Thursday, January 7.—Received orders to start out with Auxiliary train to get engine and tender on track at Colville road. Left at 9 a. m. with extra gang of men, and tackle. Got engine and tender righted, and brought them all safe into Charlottetown in three parts by 7 p. m. Got orders to be ready to leave for Georgetown next morning, Friday, at 10 a. m. with clearing party of 100 men; but severe snow storm coming on during night, got instructions that efforts to open line would now cease.

H. C. WOODS,  
Conductor.

#### REPORT OF CONDUCTOR TAYLOR, IN CHARGE OF SPECIAL TRAIN CLEARING TRACK BETWEEN CHARLOTTETOWN AND SUMMER- SIDE.

THOS. SWINYARD, ESQ.,

Tuesday, December 29th.—Left Charlottetown at 11 a. m. with two engines, two passenger cars and one flat car, with eight men. Arrived at Clyde, twenty-three and a half miles west of Charlottetown, at 8 p. m.: found road very heavy, cuts full of snow, with a great deal of ice on track; worked at a heavy drift at this station until 10.30 p. m.

Wednesday, December 30th.—No. 12 engine gave out this morning; had to draw the fire and blow steam off; was forced to return to Hunter River to refit. Left Clyde at 12 o'clock, and arrived at Hunter River at 7 p. m. (distance two miles) with dead engine and train.

Thursday, December 31st.—I got reinforcement from Charlottetown consisting of twelve men and one engine, No. 10. Left Hunter River with two engines and twenty men at 8 a. m., arriving at Fredericton at 8 p. m. Distance made, about four miles; found a very large quantity of snow, with a great deal of ice; had to flange out rail by hand nearly the whole distance.

Friday, January 1, 1875.—Left Fredericton at 7 a. m. with two engines and twenty-eight men; passed County Line at 4 p. m.; made a run for a heavy drift two miles west of that place, when the snow-plough jumped the track, taking the foremost engine, No. 13, with it, smashing the plough, and rendering both it and the engine useless. Had to blow off steam from engine, and was forced to go back to Elliot's for material to get engine and plough on track. Found this part of the road in a fearful state—great quantity of snow and ice.

Saturday, January 2nd.—Left Elliot's at 7 a. m. to clear up wreck; got engine and plough on the track at 4 p. m. Left the snow plough at the County line—could

not get it further on account of its being so completely disabled. Received orders to get back to Charlottetown as soon as possible; left County line at 4.30 p. m., with dead engine, No. 13, and one car. Commenced to blow and snow fearfully about the time we started—our engine, No. 10, working badly. We managed to get within a quarter of a mile of Hunter River Station at 3 a. m. next morning by great exertion. Here we had to leave the engines on the main line until the storm was over. Our engine, No. 10, gave out at this place; her tubes leaked badly, and her injector got clogged up so that it could not supply the boiler. The driver had to put his fire out and blow the water from his boiler.

Monday, January 4th.—Turned out at daylight with twenty men to clear track from Hunter River to Wiltshire so that we could get to Relief train from Charlottetown. Found the cuts again full, and large quantities of snow along the road. We worked all day and night between these two stations, to get to the Relief train, which had got stuck near Wiltshire Station.

Tuesday, January 5th.—Got back to Hunter River at 9 a. m. with Relief train. Commenced to get steam up on engine No. 12, which had been repaired, and to make arrangements to get to Charlottetown; worked all day, and 8 p. m. started for Charlottetown with two dead engines, two engines in steam, one passenger car and one snow plough. We got about one mile east of Hunter River when one of our engines broke down, and we were compelled to back the train to the station and repair her.

Wednesday, January 6th.—Got further relief from Charlottetown to-day, and started for that place at 3.30 p. m. Train consisting of two engines, No. 12 and No. 7, dead engine No. 10, one passenger car and one snow plough; arrived at Wiltshire 4.50 p. m., part of Relief train following. The snow-plough brought from Charlottetown here gave out, and had to be left in siding in a crippled state. Left Wiltshire at 5.15 p. m. After passing Colville station about half a mile the leading engine, No. 12, met with severe obstruction at a crossing in a cutting, and ran off track—the engine being spilled on one side and the tender on the other. The tender of No. 14 engine also got off—no one injured. It was too dark to attempt to get engines righted that night. Made all secure; opened telegraph communication with Charlottetown by cutting wire and attaching instruments; ordered Auxiliary train to be got ready to come to our relief next morning. Having been out eight days and nights, I was here kindly relieved by your orders, and reached Charlottetown the same night in a sleigh about 10.30 p. m.

Thursday, January 7th.—Conductor Woods took charge of Auxiliary, got engine and tenders on track, and reached Charlottetown safely at 7 p. m. with all the engines that had been in use.

J. B. TAYLOR,  
Conductor.

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## APPENDIX C.

CHARLOTTETOWN, P. E. I. RAILWAY,  
January, 11th, 1875.

Thos. Swinyard, Esq.,

Commissioner for the Dominion Government.

SIR,—I beg to submit the following report on the Prince Edward Island Railway rolling stock, as far as I have been enabled to examine it up to present date.

## SMALL TANK ENGINES.

Locomotive No. 1, small tank, has been painted and repaired by the Contractors; the tyres have been turned in Moncton and the engine is in fair working condition.

Locomotive No. 2, small tank, has been painted and repaired by the Contractors, with the following exceptions, viz.: The fire-box is in a bad state, which I reported to the Local Government Engineer; there is a crack on the left side of fire box running from screw stay in second row of stays from the bottom; the tube sheet flanges is cracked in five places; the steam gauge which was 20 lbs. wrong has been adjusted, but is a poor one and not reliable; tyres on wheels want turning. Contractors should have done this.

Locomotive No. 3, small tank, has been painted and repaired by the Contractors. Driving and truck-wheel tyres require turning. Contractors should have done this.

Locomotive No. 4, small tank, has been painted and repaired by the Contractors, with the exception that the driving tyres require turning, which Contractors should have done.

Locomotive No. 5, small tank, has been painted and repaired, but the frost has broken the pump since. Driving tyres require turning, and should have been done by contractors.

Locomotive No. 6, small tank, has been painted and repaired by the Contractors, The steam gauge on this engine is like No. 1, poor and unreliable.

The above six engines are by the same makers (Hunslet Engine Co., Leeds, England). Diameter of cylinder ten inches, stroke of piston sixteen inches, height of front drawbar twenty-four, height of back drawbar twenty-five inches.

Alterations will require to be made in the pipes of all these engines, leading to pump and injector by attaching drip cocks to prevent the pipes from freezing which now is a constant source of trouble and expense.

These light tank engines are too weak for train service; they are more suitable for yard purposes. In snow storms they are practically useless. The weakness of these engines may prove a great drawback to the efficiency of the train service in times of pressure.

## LARGE TANK ENGINES.

Locomotive No. 7, large tank, has been painted and repaired by Contractors, but the tyres on all the wheels require turning, which should have been done by contractors. This engine has been in use for us since the Contractors handed it over, and the pump and injector now require slight repairs. Both front and back drawbars are broken.

Locomotive No. 8, large tank, has been painted and repaired by the Contractors, but the truck wheels require turning, which the Contractors should have done. Since being handed over to the Government the frost has affected the pump cock and put it out of shape; the injector cock handle is also broken.

Locomotive No. 9, large tank, has been painted and repaired by Contractors, but the driving tyres require turning, which should have been done by the contractors. One cock in cab requires fixing; this last item has given out since being handed over.

Locomotive No. 10, large tank, has been painted and repaired by the Con-

tractors. The following have given out since it was handed over, and run by us: One truck spring broken; injector wants overhauling, and pipes fixing. Both drawbars are broken.

The above four locomotives are by Black, Hawthorne & Co., Gateshead on Tyne, England. Diameter of cylinder twelve inches, stroke nineteen inches, front drawbar twenty-eight and a half high, back drawbar twenty-four inches high.

#### BALDWIN TENDER ENGINES.

There are four of this class of engines. When these engines were handed over to us they were in general good repair, with the exception of the tyres, the flanges of which were very much worn, and needed turning badly. But for the urgent pressure for power owing to the snow obstructions, I would not have used these engines until the tyres had been turned, as there was much risk of the tyres breaking. They are not safe to be used until the tyres are turned. This work should have been done by the contractors. With this exception the present general repair of the engines is as follows:—

Locomotive No. 11 is getting new feed cock stand and glass in cab.

Locomotive No. 12 is getting a new smoke box front, one truck axle straightened, slight repairs on cab, a new draw casting under foot plate, two pins in valve motion, rocker shafts, grate bar lever, two pitch pine sides in tender frame, two horn blocks, one draw casting and break gear.

Locomotive No. 13 is getting a new smoke box front, brass on lagging, and hand rails straightened; a new draw casting under cab, and glass for cab; a few of the tubes require tightening; break gear on tender requires repair.

Locomotive No. 14 is getting a cylinder head cap; brass head covering; lagging at smoke box is being repaired; a new smoke box front, and repairs on smoke stack has been done. This engine was in use by the Contractors, and was broken by them in getting off the track behind the plough.

#### GENERAL REMARKS.

The draw-bars on all the engines will require to be made of uniform height, so that straight links can be used, for the bent links are easily broken, and if made strong enough has a tendency to break or force off draw-bars, or draw castings by angular strains and disable the machine.

The steam chests of the large tank engines should be protected from the weather like the small tank engines, to prevent condensation.

These engines are hard to keep in repair, for the crank pins, eccentrics, axles, and other working parts are too small for the weight carried, and these parts when requiring renewal will have to be increased in size to give more wearing surface.

An additional car with coal has to be carried for them.

The following is a comparison between the power of the Intercolonial and the Prince Edward Island locomotives:—

The power exerted on the cranks of the Intercolonial engines as compared with the *largest* of our engines, is as follows: The stroke multiplied by the area of two cylinders, gives:—

Intercolonial Railway 8,844 cubic inches of steam; Prince Edward Island Railway, 4,068 cubic inches of steam; while the breadth of the P. E. Island snow-plough is only one foot less than the Intercolonial—that is ten feet against eleven feet.

*Our propelling snow-plough power, therefore, is less than half that of the Intercolonial, engine for engine, while our numerous curves and heavy grades have the effect of still further and very materially reducing our power and means of clearing track.*

#### FIRST-CLASS CARS.

These are ten in number; the bodies are seven feet five inches wide and thirty-four

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feet and a half long; they have thirty-six sittings, and are heated in the centre; during very cold weather one stove is not sufficient to keep them warm, I would recommend some of them for winter use to be provided with a stove at each end, and the middle space filled up with seats, and the end ones taken out, which will still preserve the thirty-six sittings or run them up to forty. The transoms over the trucks are of four inch birch, which wood is beginning to warp and throw up the floor.

#### SECOND-CLASS CARS.

These are nine in number, with baggage combined; are of the same length and breadth as the first-class cars, and painted inside of the same color. They will seat twenty-eight; as a stove is wanted in winter the seats will be reduced to twenty-four.

#### SMOKING AND EXPRESS CARS COMBINED.

These are five in number, of the same length and breadth as the first and second-class, and painted outside of the same color. The above cars are all fitted with trucks of the same design, having swing bolsters, equalizing levers, elliptic and spiral springs, and double brakes. But the trucks should be supplied with check-chains, for, in getting off the track, they are very apt to turn square across the track. I mentioned this in my first report, and drew the builders' attention to it. I was on one of the second-class cars a few days ago that acted exactly as I describe, and if we had not been going very cautiously the car would have upset. Draw bars, twenty-six and a half inches high.

#### BOX CARS.

There are one hundred and twenty-six (126) reported, and one (1) not numbered,—the major portion of them have not been checked by me as they are scattered over the whole road, and I have not had an opportunity of examining any more than those in Charlottetown yard.

The boarding is horizontal, and not vertical, according to design. I noticed this in my first report, when the cars only numbered fifty-four. The vertical boarding is better and more durable. I have since seen the drawings which show that the original intention was that the cars should be vertically boarded, but the alteration has been sanctioned by Mr. Boyd, the Government Engineer, who has expressed an opinion in favor of the horizontal over the vertical pattern. My opinion and experience are totally opposed to Mr. Boyd's conclusions. It is indisputable that the vertical boarding adds strength and durability to the car, and that this pattern is more impervious to the weather. In some of the box cars I have noticed that the horizontal boarding has already shrunk so that I can see daylight through the seams. I should have considered it very bad policy to have allowed the design of the vertical boarding to have been departed from, even if the cost of construction had been the same.

#### PLATFORM CARS.

Forty-three (43) reported. I have checked off some in Charlottetown yard; they are according to contract; the others I have been unable to reach.

#### SNOW PLOUGHS.

These are four in number, built of spruce and birch, faced with pitch pine boards, the nose shod with boiler iron. They are of light construction and have proved altogether too weak for the heavy snow that has fallen this winter. The drifting in this country makes the snow very hard, so that it requires a very strongly built plough to clear it off the track. Only two ploughs were handed to us in usable condition. The contractors had left one plough at Tignish reported unusable; and one plough in Charlottetown in a very disabled condition. This plough was repaired by us and used from



Charlottetown to Hunter River, but had to be left at North Wiltshire after being thrown from the track, getting twisted and slightly broken. The other two ploughs have also been badly damaged in an attempt to clear the track between Hunter River and County Line. The other is within a mile of Mount Stewart, clear of track and badly broken.

I recommend two new ploughs to be built of stronger pattern and material. The sills should be of oak if it can be obtained, or, failing oak, of pitch pine, and strongly kneed. The top shape of the plough can be improved; and provision must be made for weighting it to keep up the nose of the plough when running through drifts.

#### FLANGES.

Are three in number, but on only two cars. One is fitted on the end of a platform car, and flanges only one way. The other two are fitted to another platform car so that the flanging can be done without turning the car.

They do not clear the rails as well as I would like. The present arrangement is too rigid and requires too much clearance for inequalities in the track. A rubber spring should be inserted on the horizontal bar, between the flanger legs, so that the guides on the cutting blades will be constantly pressed against the rails, and should any inequality in the track occur the elasticity of the rubber will allow the cutters to accommodate themselves to the track and keep the rails well flanged out.

As arranged between you and the Local Government, I will take the opportunity of examining all these cars as they come in when the track is clear, and report result.

I have the honor to be, Sir,

Your obedient servant,

A. STRONACH,

*Mechanical Superintendent.*

Name  
of  
Station

Charlottetown

Albert

## APPENDIX D.

## STATION BUILDINGS.

## MAIN LINE, CHARLOTTETOWN.

Name of Station.	As provided in Original Contract.	As now erected.	Remarks.
Charlottetown....	General offices and passenger building, of two storeys, 30 ft. x 60 ft., with 24-ft. posts. Platform, 400 ft. x 10 ft.  Coal shed, 30 ft. x 120 ft., with 12-ft. posts. Car shed, 280 ft. x 40 ft., with 18-ft. posts. Engine house, brick, 150 ft. diameter, with a turn-table, 40 ft. diameter, and a tank similar to that specified for Class I., and 14 brick-lined pits. (Specification of tank for class I., above referred to:—10 ft. diameter, bottom: 8 ft. diameter, top: 9 ft. deep, inside measurement).	General offices and passenger building of two storeys, 25 ft. x 40 ft. Platform, 200 ft. x 11 ft. Baggage shed, 20 ft. x 20 ft. Building enclosing platform & track, 25 ft. x 200 ft. Coal shed, 20 ft. x 160 ft.  Engine house, brick, 150 ft. diameter; turn-table, 36 ft. diameter. Tank, 9 ft. x 9 ft. square, 4½ ft. deep; brick-lined pits.  Freight house, 30 ft. x 150 ft., with 12-ft. posts. Platform, 250 ft. x 12 ft.	Engine House. — The smoke-stacks as now erected are of insufficient strength and size, and placed in positions only serviceable for the tank engines. The windows at the sides and bowrie at the top have now to be kept open to allow the smoke to escape, thereby entailing a large consumption of fuel.  Not available for local or town traffic.

## MAIN LINE, FIRST-CLASS STATIONS.

Alberton .....	Passenger house, story and a half, 30 ft. x 50 ft., with 15 ft. posts. Platform, 350 ft. x 10 ft.; urinals and closets.	Passenger house, 18½ ft. x 32½ ft., one story. Baggage room, urinals and closets, 18½ ft. x 24½ ft., building enclosing platform and track, 23½ ft. x 100 ft. Platform, 200 ft. x 10 ft.	Freight house at Cas-cumpec, 22 ft. x 114 ft.
	Freight house, 30 ft. x 150 ft., 12-ft. posts. Platform, 250 ft. x 12 ft. Tank house, 18½ x 18½; tank, 10 feet diameter.	No Freight house erected at Alberton. No platform. Tank house, 18½ x 18½; tank, 10 feet diameter.	

## APPENDIX D.—Continued.

## STATION BUILDINGS.—Continued.

## MAIN LINE. FIRST-CLASS STATIONS.—Concluded.

Name of Station.	As provided in Original Contract.	As now erected.	Remarks.
Summerside .....	Passenger house, story and a half, 30 ft. x 50 ft., with 15-ft. posts. Platform, 350 ft. x 10 ft.; urinals and closets. Freight house, 30 ft. x 150 ft. wide; 12-ft. posts. Platform, 250 ft. x 12 ft. Car shed, 30 ft. x 120 ft.; 18-ft. posts. Engine house, 30 ft. x 60 ft.; 18-ft. posts; two brick-lined pits. Tank, 10 ft. diameter bottom, 8 ft. diameter top, 9 ft. deep (inside measurement). Coal shed, 30 ft. x 60 ft., with 12-ft. posts. Turn-table, 40 ft. diameter, with octagon house, 50 ft. diameter.	Passenger house, baggage rooms and building enclosing platform and track, and platform same as at Alberton. Freight house, 22 ft. x 114 ft., on end of wharf. No platform. Car shed, 30 ft. x 90 ft. Engine house, 42 ft. x 92 ft. Two stone-lined pits; tank inside building. Coal shed, 20 ft. x 100 ft.	Not available for local or town freight.          No smoke-stacks in engine house as provided, but delivered at Charlottetown by contractor.
Georgetown .....	Same as Summerside .....	Passenger house, &c., covered platform and track, same as at Alberton. Freight house, 23 ft. x 114 ft., on end of wharf. No platform. Car shed, 30 ft. x 92 ft. Engine house, pits, tank and turn-table, same as at Summerside. Coal shed, 20 ft. x 100 ft.	Not available for local or town freight.

## MAIN LINE. THIRD-CLASS STATIONS.

O. Leary .....	Passenger and freight house combined, story and a half, 30 ft. x by 50 ft., with 15-ft. posts. Platform, 350 ft. x 8 ft.; urinals and closets.	Passenger and freight house combined, one story, 22 ft. x 43 ft. Platform, 150 ft. x 8 ft.; urinals and closets detached.	Tank house, 18 ft. x 18 ft. Coal shed, 20 ft. x 81 ft.
Tyne or Port Hill .....	Same as above .....	Same as above .....	
Wellington .....	do .....	do .....	Tank house, 18 ft. x 18 ft.
Kensington .....	do .....	do .....	
Hunter River .....	do .....	do .....	Tank house, 18 ft. x 18 ft.
North Wiltshire .....	do .....	do .....	Coal shed, 20 ft. x 78 ft.
Royalton Junction .....	do .....	do .....	
Mount Stewart .....	do .....	do .....	Coal shed, 20 ft. x 80 ft.
Cardigan .....	do .....	do .....	Tank house, 18 ft. x 18 ft.

Name of Station

Dock Road  
 Bloomfield  
 Mill River  
 Brae  
 Portage  
 Conway  
 Ellerslie  
 Northam  
 Richmond  
 St. Nicholas  
 Miscouche  
 Travellers  
 New Anne  
 Barbara W  
 Blue Shan  
 Free town  
 County L  
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 Elliotts  
 Fredrick  
 Clyde  
 Colville  
 Loyalist  
 Milton  
 Winsloe  
 Cemetery  
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## APPENDIX D.—Continued.

## STATION BUILDINGS.—Continued.

## MAIN LINE, FOURTH-CLASS OR FLAG STATIONS.

Name of Station.	As provided in Original Contract.	As now erected.	Remarks.
Dock Road .....			
Bloomfield .....			
Mill River .....			
Brae .....			
Portage .....			
Conway .....			Tank house, 18 ft. x 18 ft.
Ellerslie .....			
Northam .....			
Richmond .....			
St. Nicholas .....			
Misconche .....			
Travellers' Rest .....			
New Annan .....			
Barbara Weit .....			
Blue Shank .....			
Freetown .....			
County Line .....	Platform, 100 ft. long by 8 ft. wide; with a shed, 20 ft. x 6 ft., and signal standard.	Platform, 100 ft. long by 8 ft. wide; with a shed, 20 ft. x 6 ft., and signal standard.	All the 4th-class stations conform to the specification.
Breadalbane .....			
Elliot .....			
Fredrickton .....			
Clyde .....			
Colville .....			
Loyalist Road .....			
Milton .....			Tank house, 18 ft. x 18 ft.
Winsloe .....			
Cemetery .....			
Brackley Point .....			Tank house, 18 ft. x 18 ft.
Union .....			
York .....			
Suffolk .....			
Bedford .....			
Tracadie .....			
Pisquid .....			
Peakes .....			
Baldwins .....			
Perth .....			
Brudenell .....			

## EXTENSION LINES, FIRST-CLASS.

Tignish .....	Passenger House (drawing No. 13), 18½ ft. x 32½ ft., one storey.	Passenger house, 18½ ft. x 32½ ft., one storey.	
	Baggage room, urinals and closets, 18½ ft. x 24½ ft., and building enclosing platform and track, 234 ft. x 136 ft.	Baggage room, urinals and closets, 18½ ft. x 24½ ft., and building enclosing platform and track, 234 ft. x 136 ft.	
	Platform, 200 ft. x 10 ft.	Platform, 200 ft. x 10 ft.	
	Freight house, 30 ft. x 90 ft. (drawing No. 15).	Freight house, 30 ft. x 90 ft.	
		Platform, 62 ft. x 12 ft.	

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Dundee .....	Platform, 100 ft. long, 6 ft. 6 in. high, 10 ft. 6 in. x 8 ft.	All the 4th-class stations conform to the specification.
Lothburgh .....	Shed, 14 ft. 6 in. wide, 10 ft. 6 in. x 10 ft.	
Marine .....	Shed, 14 ft. 6 in. wide, 10 ft. 6 in. x 10 ft.	
Five Holes .....	Shed, 14 ft. 6 in. wide, 10 ft. 6 in. x 10 ft.	
Ashton .....		Pank house, 18 ft. x 18 ft.
Sedburgh .....		
Robin Hood .....		
Scarborough .....		
New Zealand .....		Coal shed, 20 ft. x 40 ft.

## APPENDIX E.

## CORRESPONDENCE WITH THE PROVINCIAL GOVERNMENT.

## ON MR. SWINYARD'S FIRST VISIT TO THE ISLAND.

CHARLOTTETOWN, P. E. I.,

May 26th, 1874.

SIR,—I have the honor to inform you that in pursuance of instructions from the Minister of Public Works of the Dominion of Canada, I have arrived here for the purpose of placing myself in communication with you in order to ascertain the intentions of your Government with respect to the opening of the Prince Edward Island Railway, a portion of which it has been reported to the Dominion Government is completed and ready to be taken possession of.

I have also received instructions to make myself generally acquainted, for the information of the Dominion Government, with the present condition of the entire railway and its appurtenances.

I beg therefore humbly to request that you will be pleased to appoint an hour at which I may have the honor of waiting upon you.

I have &amp;c.

THO. SWINYARD.

The Honorable

Lemuel C. Owen,

President Executive Council.

CHARLOTTETOWN, May 26th, 1874.

DEAR SIR,—If you can make it convenient to call at the Colonial Building this afternoon, I will be happy to meet you, and will remain here until five o'clock.

I have &amp;c.

L. C. OWEN

Tho. Swinyard, Esq.

CHARLOTTETOWN, P. E. I.,

June 1st, 1874.

SIR,—I regretted very much that your unavoidable absence prevented you from accompanying Mr. Schreiber, Mr. Boyd and myself over the railway between this town and Summerside last week.

Although the inspection made was necessarily a preliminary and hurried one, it was evident that a good deal of old work remained to be done.

It was equally clear, however, that by special exertion and attention being given to this section of the line, the Contractors would soon be in a position to offer it to your Government for acceptance.

In view therefore of the advanced state of the work, and the universal desire which seems to prevail that the line between Charlottetown and Summerside should be used as early as possible for the public service, I beg very respectfully to suggest that your Chief Engineer, Mr. J. E. Boyd, should be directed to proceed with all speed to make a special and thoroughly detailed inspection of the railway between the places named, inclusive, with instructions to report the present condition of the stations, wharves, sheds, platforms, turntables, tank houses, switches, signals, fences (these latter require most particular attention) culverts, bridges, cattle-guards and the road-bed, ballasting and permanent way generally; whether in fact they are complete in all respects and according to specification, and if not, the particular work

that remains to be completed, and how soon it can be accomplished, in order to enable your Government to signify to the Dominion Government the earliest day on which you will be prepared to offer for their acceptance this portion of the railway, subject to the conditions (which should be specified) the Contractors may make in regard to the continued use of the line by them, necessary to enable them to carry on their operations in the construction of the remaining portion of the railway and works. The Engineer should likewise be directed to make enquiries into the condition of the rolling stock, and to state how many engines, and how many of each class of car can at the same time be handed over by the contractors to your Government in good working order, for the acceptance of the Government of the Dominion. The numbers of the engines and of the cars so to be given up, should be stated.

I have, &c.,

The Honorable  
Lemuel C. Owen,  
President Executive Council.

THO. SWINYARD.

CHARLOTTETOWN, P. E. ISLAND,  
June 8th, 1874.

MY DEAR SIR,—Referring to my interview with you, Mr. Brecken and Mr. Haviland this morning, regarding the substance of the telegram which it was decided I might with propriety forward to Ottawa for the information of the Minister of Public Works for the Dominion, I now beg to enclose a copy of the actual telegram sent.

I await the opinion of the Attorney General in regard to the power of the Government to lay down a line of telegraph along the railway for its own use.

I remain, dear Sir,

Yours very truly,

THO. SWINYARD.

The Honorable  
Lemuel C. Owen,  
President Executive Council.

CHARLOTTETOWN, P. E. ISLAND,  
June 8th, 1874.

(Telegram.)

After careful examination and enquiry, Local Government have concluded that Contractors are not yet in a position to hand over to them any portion of the railway; that much work remains to be accomplished; that Contractors require continued use of line at unfixed hours and cannot give up sufficient rolling stock for proper train service; that complete telegraphic communication is necessary along railway, and that having the general welfare of the public in view, it is neither expedient nor safe to open the railway for traffic before September. Contractors time is not up till month of September. I return to Ottawa on Thursday.

THO. SWINYARD.

Hon. Alex. Mackenzie  
Minister Public Works  
Ottawa.

EXECUTIVE COUNCIL, P. E. ISLAND  
June 12th, 1874

SIR,—On receipt of your letter of the 20th ult., I was engaged in corresponding with our railway contractors in reference to the handing over by them, of that portion

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of the line between Charlottetown and Summerside, with a sufficient amount of rolling stock. Since then I have had further correspondence, which has been laid before the Administrator of the Government in Council.

The Government have taken the same into careful consideration, and in view of the incomplete state of the whole line, and the limited amount of rolling stock which the Contractors would be enable to deliver, as also the probability of the opening of the central section, seriously endangering the finishing of the eastern and western sections at the time stated in the contract, have come to the conclusion that it would not conduce to the public interest, at present, to accept from the Contractors the portion of the railway between Charlottetown and Summerside on the terms proposed by them.

I have, &c.,

L. C. OWEN,  
*President Executive Council.*

Thos. Swinyard, Esq.,  
&c., &c.

#### ON MR. SWINYARD'S SECOND VISIT TO THE ISLAND.

CHARLOTTETOWN, P. E. ISLAND,  
August 6th, 1874.

SIR,—I called at your office yesterday, but had not the pleasure of finding you in. The Government of the Dominion, being anxious that no undue delay should take place in the opening of the P. E. Island Railway, have directed me to revisit the Island for the purpose of organizing the staff, and making arrangements to receive over the railway on their behalf, from the Local Government. I shall, therefore, be much obliged if you will take the subject into consideration, and notify me, at the earliest possible moment, when your Government will be prepared to tender the railway, or any portion of it, for the acceptance of the Dominion Government, when I will immediately proceed to make the final inspection of the line on its behalf.

In the meantime, perhaps you will kindly request your engineer to place himself in communication with me, in order as far as possible to facilitate matters.

I have, &c.,

THO. SWINYARD.

Hon. L. C. Owen,  
President Executive Council,  
P. E. I.

EXECUTIVE COUNCIL, P. E. ISLAND,  
August 7th, 1874.

SIR,—I have the honor to acknowledge the receipt of your communication of yesterday's date, and in reply to state that the Government of this Province are very anxious that the railroad shall be opened for traffic at as early a day as possible; but as the Contractors for the building of the road do not intend handing over any part of it until their contract is completed, the Government cannot interfere with them in any way, other than seeing that the road is built in all parts in accordance with the specification and arrangements made for its construction.

I have, &c.,

L. C. OWEN,  
*President Executive Council.*

Thos. Swinyard, Esq.,  
&c., &c.



CHARLOTTETOWN, P. E. I.,  
August 8th, 1874.

SIR,—I beg to acknowledge the receipt of your letter of the 7th instant, in answer to mine of the 6th, in reference to arrangements for the opening of the Prince Edward Island Railway.

You are good enough to inform me that "the contractors for the building of the road do not intend handing over any part of it until their contract is completed," and you add that "the Government cannot interfere with them in any way, other than seeing that the road is built in all its parts, in accordance with the specification and arrangements made for its construction."

Inasmuch as the contracts entered into between your Government and the Contractors provide that the railway shall be completed not later than the 7th proximo, and as the Dominion Government have, for some months past, been led to expect that the railway, or at least some portion of it, would be completed and ready to be opened for the use of the public, on or before that date, I beg very respectfully to inquire whether any arrangement has been come to between your Government and the Contractors, whereby the contract time has been extended, and if so, to what date such extension has been granted?

I beg permission likewise to enquire whether, as the contract for the main line is altogether distinct from that for the branch lines, I am right in inferring from your remarks that if the main line be completed before the branch lines, it is not the intention of the Contractors to hand over the main line to the Government at the date of its completion, and that they intend to keep the rolling stock of the main line (which was separately contracted for, apart from the rolling stock belonging to the branch lines) in their possession until the branch lines are also completed?

I trust you will excuse the liberty I take in making these enquiries, but having come here under the instructions of the Dominion Government, for the special purpose of making all the necessary arrangements for the opening of the P. E. I. railway, and being now actively engaged in the preliminaries connected therewith, the indefinite nature of the reply I have received places me in an awkward position, as it prevents me from giving any fixity to the arrangements which, in order to provide for the proper working of the line, it is expedient beforehand to make.

I have, &c.,

THO. SWINYARD.

Hon. L. C. Owen,  
President Executive Council.  
P. E. I.

EXECUTIVE COUNCIL, P. E. I.,  
August 17th, 1874.

SIR,—In reply to your communication of the 8th inst., I have the honor to inform you that on enquiry of the Contractors for building the Prince Edward Island Railway, their agent here, Mr. Charles C. Gregory, writes under date of 10th inst. "that they are pushing their works with the utmost energy in order to secure the completion of the railway at the earliest possible date, and that it is their desire to be in a position to hand over the entire line of railway, main line and branches complete according to contract, and within the time required of them by their contract, and they anticipate no difficulty in doing so."

Mr. S. Boyd, the engineer in charge for the Government of this Province, writes me in reference thereto, under the same date: "To prevent disappointment on your part, I feel bound, however, to state that in undertaking to hand over the entire line of railway, main line and branches complete, according to contract on the 7th September next, I think he is attempting an impossibility. The Contractors are pushing the work with the greatest energy, and are sparing no expense to forward it, but dependent as they are on labor drawn from an agricultural population, they will, I fear, be embarrassed by the loss of large numbers of their men, who will go home to

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attend to their harvest. I do not see how it is practicable for them to complete the work in less time than two months from the present time, even under favorable circumstances, and in the event of bad weather it may take even longer than that."

Above you have all the information I am possessed of at present, on the matter in question, and until the term of the contract expires, do not see that we can ask any more from the Contractors.

I do not know that any part of the rolling stock is intended particularly for the main line or the branches; the several importations of engines being used in common on both lines, and I am not informed what part of the rolling stock is intended for one or the other contract; and further, the contract for the branch lines has become so intermixed with that of the main line, that it is now difficult to separate them.

The engineer will see that all the rolling stock, and other material used in construction, are in complete order when handed over, and if deficient in any part, they must be repaired or replaced.

I have, &c.,

L. C. OWEN,  
*President Executive Council.*

Thos. Swinyard, Esq.,  
&c., &c., &c.

CHARLOTTETOWN, P. E. I.,  
September 1st, 1874.

DEAR MR. OWEN,—Acting upon the official letter I received from you, under date the 17th August, I advised the Dominion Government that I did not anticipate the Prince Edward Island Railway would be tendered by your Government for the acceptance of the Dominion before the middle of October, and possibly later. As I have made all the preliminary arrangements which, under the circumstances, it is possible for me to make, I propose to pay an interim visit to Ottawa, leaving here on Monday fortnight, the 14th inst., unless you have received any advices from your engineer or contractors which may induce you to hold out an expectation to me that the line can be tendered to the Dominion Government before the time mentioned in your official favor.—I shall be extremely obliged if you will let me know.

Yours very truly,

THOS. SWINYARD.

Hon. L. C. Owen,  
&c., &c.

EXECUTIVE COUNCIL, P. E. ISLAND,  
September 5th, 1874.

Thomas Swinyard, Esquire,

SIR,—I have been directed by the President of the Council to acknowledge the receipt of your communication of the 1st inst., which, on account of his absence from the Island, was not received by him until this morning, and in reply thereto to state, that since his communication of 17th ult., he has received no advices from the Government engineer or contractors in reference to the time which the line of railway may be expected to be tendered to the Dominion Government.

I have, &c.,

WM. C. DESBRISAY,  
*Assistant Clerk Executive Council.*

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ON MR. SWINYARDS THIRD VISIT TO THE ISLAND.

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CHARLOTTETOWN, 26th October, 1874.

SIR,—Referring to the interview I, upon my return from Ottawa, had the honor of having with you on Saturday, the 24th instant, at which I was informed that your Government were not yet in a position to notify the Government of the Dominion that the Prince Edward Island Railway was in such a state of completion as to be received from the Contractors, I beg, in support of what I then urged, to submit to you the reasons why facilities should be accorded to me for an immediate informal inspection of the line and its equipment, preparatory to the final inspection after the line has been taken by your Government from the Contractors:—

1. Because this is the third visit I have paid, under instructions, for the special purpose of assuming, if finished, the railway, or a portion thereof, for the Dominion Government; and now that the autumn is so far advanced, it would be unfortunate if every advantage were not taken of the present fine weather.

2. Because, should rain storms occur, the inspection, necessarily, would be impeded.

3. Because, should frost set in, the detection of soft spots in the road bed would be difficult.

4. Because, should snow fall, it would be impossible to properly examine the ditching, ballasting, ties, and track-laying.

5. Because an immediate informal inspection would not at all interfere with the Local Government and the Contractors.

6. Because it would greatly facilitate the taking over of the railway by the Dominion Government, as an important portion of the preliminaries would thus be got through with, before the line is finally accepted by the Local Government from the Contractors, thereby hastening the time of opening the railway for traffic purposes.

7. Because it would save time if the locomotives and cars were examined, particularly those which have been in service.

I thought it might be possible for me, assisted by Mr. Ridout, C. E., and Mr. Stronach, Mechanical Superintendent, to accomplish certain portions of this work without troubling you for an engine and car, but upon reflection, considering the lateness of the season, I deem it advisable to pass over the entire line, for which purpose an engine and car, and your authority, would be indispensable.

I have, &c.,

THO. SWINYARD.

The Honorable Lemuel C. Owen,  
President Executive Council.

CHARLOTTETOWN, P. E. ISLAND,  
October 28th, 1874.

SIR,—In order to further the object named in my letter to you of the 20th instant, I beg respectfully to request you to be good enough to cause the plans, specifications, &c., detailed in the enclosed memorandum to be supplied to me. I presume the Chief Engineer will have no difficulty in furnishing the information required. It may, however, involve too much time to have copies of the plans made for my immediate use, in which case, perhaps the originals can be spared. If so I will undertake to return them as soon as possible.

I have the honor to be Sir,

Your obedient servant,

The Honorable Lemuel C. Owen,  
President Executive Council.

THO. SWINYARD.

*Memorandum of Plans, Specifications, and Information required.*

1. Plan showing alignment and right of way—scale 400ft. to an inch—main line and branches.
2. Profile scale 400ft. horizontal, and 30ft. vertical, of main line and branches.
3. List of bridges, with general description of same, and situation as to mileage on line.
4. List of culverts,                   do                   do                   do
5. List of public road crossings and situation on line.
6. Number of private road crossings on each section.
7. Original plans of all bridges with specifications, and subsequent alterations, if any, of same.
8. Original plans of culverts,                   do                   do
9. Original plans of public road crossings, shewing cattle guards.
10. Plans and specifications of board fence and gates.
11. Plans and specification of wire fence and gates.
12. Original plans of station buildings, with specifications.
13. Original plans of station buildings as subsequently altered.
14. Plans of all station grounds, shewing position of buildings, sidings and dimensions of grounds.
15. Plans of switches and signals.
16. Plans and specifications of wharves and cribwork, original and as altered.
17. Depth of water alongside and at end of each wharf.
18. Situation of gravel pits, from which ballast has been taken for line.

Oct. 28, 1874.

EXECUTIVE COUNCIL, P. E. ISLAND,  
October 31, 1874.

Thomas Swinyard, Esq.,

SIR,—I have the honor to acknowledge the receipt of your communication of 28th inst.

I have forwarded the memorandum enclosed therein to the Government engineer. When I have been furnished with his report, I shall communicate with you.

I have the honor to be, Sir,

Your obedient servant,

L. C. OWEN,  
*President Executive Council.*

EXECUTIVE COUNCIL, P. E. ISLAND,  
October 31st, 1874.

Thomas Swinyard, Esq.,

SIR,—Your communication of the 26th inst., was not received by me until late on the 28th, after that I had arranged to go to Nova Scotia on public business, and I therefore could not reply until this morning.

Referring to your interview of Saturday, I do not remember that anything of consequence came up except that you stated your intention of going over the line in company with Mr. Ridout, C.E., for the purpose of inspection.

I regret that the contractors have not been able to complete the road so soon as was at first anticipated, but I am informed that in a very few days it will be ready for the final examination.

The Government are willing and desirous to give you every facility for examining the work while under construction, and to this end will render you every assistance

in their power. Mr. Boyd informs me that he intends going over part of the road for inspection, about Friday next, and will be glad if you will accompany him.

I cheerfully give the consent of the Government to your obtaining an engine and car, but have no authority, this matter resting with the Contractors.

I have, &c.,

L. C. OWEN.

CHARLOTTETOWN,

November 2nd, 1874.

SIR,—I have to acknowledge the receipt this morning of your letter of Saturday's date, the 31st ultimo.

With regard to your remark that you do not remember that anything of consequence came up at our interview referred to in my letter of the 26th ultimo, except that I stated my intention of going over the line in company with Mr. Ridout, C.E., for the purpose of inspection, I beg to express a hope that you do not mean it to be inferred that my statement in relation thereto is in any way inaccurate.

I regret you do not see your way to enable me and Mr. Ridout to make the informal examination which I thought was so desirable, and which would have saved so much time, pending the formalities of the inspection now being made by your engineer, and at which it was thought better by him that I should not be present in my official capacity. The seven reasons I gave you were, I trust, sufficient justification under the circumstances for my suggestion.

It is true you permit me to apply to the Contractors, but my application was directly to you, who only have the right to demand the accommodation, and under whose authority only the proposed examination could be made.

You are good enough to inform me that Mr. Boyd purposes to go over "*a part of the road about Friday*," the 6th instant, and you kindly say you will be glad if I will accompany him. Will you please allow me to enquire whether I am to regard this as an intimation from you that your Government will, *at that date*, be ready for me to commence the official inspection on behalf of the general Government? or is it intended simply as an invitation to accompany Mr. Boyd unofficially?

I beg also to remind you that it is most essential that I should be furnished with the particulars asked for in my letter of the 26th ultimo.

I have, &c.

THO. SWINYARD.

The Honorable

Lemuel C. Owen,

President Executive Council.

P. E. Island.

CHARLOTTETOWN, P. E. ISLAND,

November 4th, 1874.

SIR,—I have the honor to acknowledge the receipt of your communication of Monday, the 2d inst., and in reply to the following statement contained therein:—

"With regard to your remark that you do not remember that anything of consequence came up at our interview referred to in my letter of the 26th ult., except that I stated my intention of going over the line in company with Mr. Ridout, C.E., for the purpose of inspection, I beg to express a hope that you do not mean it to be inferred that my statement in relation thereto is in any way inaccurate."

In this I did mean that the meeting in question being quite accidental, I did not consider it could claim the importance of being called an official interview, but on further consideration, I think that either myself or some person present, said that we had heard nothing further officially from the Contractors as to the delivery of the road.

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I have neither said nor written anything to prevent you and Mr. Ridout making the informal inspection which you refer to; indeed I am desirous that you should be made fully acquainted with the state of the road, rolling stock, &c., before they are received from the Contractors; and the offer to accompany Mr. Boyd was to assist you thus far in your request to me.

You are in error in thinking that the Provincial Government have the right to demand from the Contractors the use of an engine and car. They have no right to use any part of the road or plant until the contract is completed and the road handed over; and the Government, being very anxious to be put in possession as soon as possible, will not give the Contractors any cause for detention.

I have, &c.,

L. C. OWEN,

President Executive Council.

Tho. Swinyard, Esq.,  
&c., &c.

CHARLOTTETOWN, P. E. ISLAND,

November 3rd, 1874.

SIR,—On the occasion of my first visit here, I noticed that the outside boards of the box cars for the railway were placed *horizontally*; and on calling Mr. Boyd's attention to the fact, he admitted that it was not in accordance with the drawings or specification he had given, which required that the outside boards should be placed *vertically*.

I was passing across the railway line beyond the station, this morning, where several box cars were standing, the bodies of which were new, and had recently been primed; and, as I observed that the same departure from the drawings or specification had been continued, I think it right at once to call your attention to the matter.

You perhaps are not aware that experience has shown that the horizontal pattern is less substantial, and is also objectionable because the water gets more readily into the seams and rots the boards.

I have the honor to be, Sir,

Your obedient servant,

THO. SWINYARD.

The Honorable  
Lemuel C. Owen,  
President Ex. Council, P. E. I.

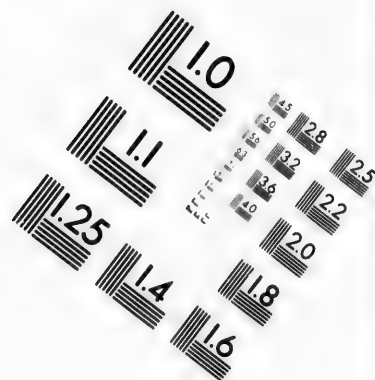
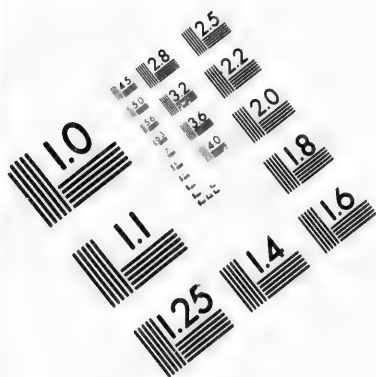
CHARLOTTETOWN, P. E. ISLAND,

November 4th, 1874.

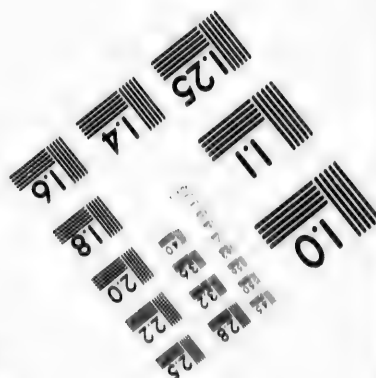
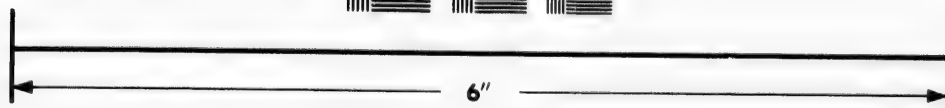
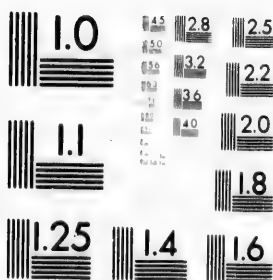
SIR,—I have the honor to acknowledge the receipt of your communication of yesterday, which I enclosed to the Government Engineer for explanation, and annex an extract from his reply:

"I beg leave to state for the information of the Government that at the time referred to in Mr. Swinyard's letter, I enquired into the matter and satisfied myself that his objections were not sufficiently well founded to justify me in requiring the contractors to change the plan they had adopted for the forty-five cars which were then built. The cars are certainly stronger with horizontal boarding, and the objection that the water finds its way more readily into the joints, has little, if any weight, when the cars are kept properly painted. The cost is obviously the same in either case. As I fail, therefore, to see any sufficient cause for doing so, I must decline to make the change recommended."

I agree with Mr. Boyd that the cars, as now being built, are much stronger than if covered as you propose. If your proposition had been made before any of this class of car had been constructed, I would certainly have recommended that your

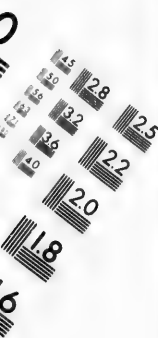


# IMAGE EVALUATION TEST TARGET (MT-3)



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Corporation

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WEBSTER, N.Y. 14580  
(716) 872-4503





idea should be carried out; but, as so many have been made according to the present arrangement, I do not think it prudent to make any change in those now being covered.

I have, &c.,  
L. C. OWEN,  
President Executive Council.

Thomas Swinyard, Esq.,  
&c., &c.

CHARLOTTETOWN, P. E. ISLAND,  
November 5th, 1874.

SIR,—I have the honor to acknowledge receipt of your letter of the 4th instant in reply to mine of the 3rd, in relation to the construction of the box cars.

Having early in June last called attention to the *departure by the contractors from the design which Mr. Boyd informed me he had given them*, and having now specially called your notice to the *continuance of the departure*, my duty for the present is discharged.

I shall have no difficulty in showing the very good and practical reasons which have induced railway companies so generally to abandon the horizontal for the *vertical pattern, such as the drawings for the Island cars called for*.

The Honorable  
Lemuel C. Owen,  
President Ex. Council, P. E. I.

I have, &c.,  
THO. SWINYARD.

CHARLOTTETOWN, P. E. ISLAND,  
November 5th, 1874.

SIR,—I have the honor to acknowledge the receipt of your letter of yesterday's date in reference to the *inspection of the railway*. It would ill become me to press further for the facilities I suggested, and I have written to Mr. Boyd, informing him that I shall be happy to avail myself of the opportunity you give to accompany him on his partial inspection tour to-morrow, though it be only in an informal manner. I beg to enclose you a copy of the letter I have addressed to Mr. Boyd.

Hon. L. C. Owen,  
President Ex. Council, P. E. I.

I have, &c.,  
THO. SWINYARD.

CHARLOTTETOWN, P. E. ISLAND,  
November 5th, 1874.

MY DEAR SIR,—I have received a letter from the Hon. Mr. Owen, dated 31st Oct., in which he stated that you intend going over a part of the railway for inspection about Friday next (to-morrow), and that he would be glad if I would accompany you.

I had previously applied to him as head of the Government, for an engine and car to enable me and Mr. Ridout to make an informal inspection of the line, in order that no time might be lost by the Dominion Government in putting the road into operation when completed and passed.

I would not have deemed it necessary to have made this formal request to the Provincial Government, were it not that you had previously expressed to me your opinion (and you may have been quite right), that it was undesirable that I should accompany you during your official inspection with the contractors.

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Mr. Owen has now informed me that it was not in their power to give me the facilities for inspecting the line in the special manner I suggested, but has repeated that he would be glad if I would accompany you in the way mentioned. And as I am very desirous of doing everything in my power to facilitate the opening of the road, as far as practicable, I would like to know from you whether it is quite agreeable to you, that I and Mr. Ridout should go with you on Friday on your intended partial tour.

I shall be obliged by your answer, and will you please say at what time to-morrow you leave here, and what portion of the line it is your intention to inspect.

I feel much the want of the plans, &c., which I have applied for.

Yours very truly,

THO. SWINYARD.

John Edward Boyd, Esq.,  
Charlottetown.

P. E. I. RAILWAY ENGINEER'S OFFICE,  
CHARLOTTETOWN, Nov. 6th, 1874.

MY DEAR SIR,—In reply to your letter of yesterday, I beg to inform you that I have not yet received any notification from the Contractors that the railway is ready for my final examination, though I expect it every day.

I shall be very glad indeed to have you and Mr. Ridout accompany me when I make my inspection, and will, with that view, keep you informed as to my movements.

I can assure you that I am quite as anxious as you can be, that everything should be done which can in any way hasten the completion and opening of the line.

Yours very truly,

JOHN EDWARD BOYD.

Thos. Swinyard, Esq.,  
&c., &c.

CHARLOTTETOWN, P. E. ISLAND,  
November 6th, 1874.

SIR,—I find that I omitted to enclose the copy of my letter to Mr. Boyd, referred to in my communication of yesterday's date. I now do so.

Since I wrote, Mr. Boyd has intimated to me that his proposed inspection tour, which was fixed for to-day, has been postponed.

I have, &c.,

THO. SWINYARD.

The Hon. Lemuel C. Owen,  
President Executive Council.

CHARLOTTETOWN, P. E. ISLAND,  
November 9th, 1874.

SIR,—Representations having been made to the authorities at Ottawa, that an impression prevails amongst the people of the Island that the opening of the railway has been delayed, and is still retarded, by want of inclination, or effort on the part of the Dominion Government, to meet the reasonable wishes and expectations of the public in the matter, and explanations having been demanded, I have the honor to inform you that I have been directed to acquaint you—in order that the public may have a correct knowledge of the facts and circumstances of the case—that I have received instructions to place at the disposal of the press, the correspondence which has passed between the Provincial Government and myself upon the subject, and I am at the same time to assure you that this course is deemed necessary, simply to

*set forth the action of the Dominion Government, and the desire manifested to take the earliest opportunity of assuming the railway when completed, and making arrangements to put it into operation as soon as practicable.*

I have, &c.,

THO. SWINYARD.

The Hon. Lemuel C. Owen,  
President Executive Council, P. E. I.

CHARLOTTETOWN, P. E. ISLAND,  
12th November, 1874.

SIR,—On the 28th ult., now fifteen days ago, I had the honor of forwarding to you a memorandum of plans, specifications, and information required by me to facilitate the examination of the railway I have been deputed to make on behalf of the Dominion Government. I likewise had the honor of sending you a further reminder on the 2nd inst., now eleven days ago; and I also wrote directly to Mr. Boyd, C. E., on the 5th, and again on the 9th instant, pointing out to him how greatly inconvenienced I was through non-compliance with my request.

I regret, however, to be compelled to state that I still find myself in the same position I was when I first made the application—no plans, no specifications, and no information whatever having been supplied to me. Yesterday the Contractors having heard of “my wish to make an informal examination of the line in order to save time in opening the road for traffic after the transfer is made,” were good enough to offer to place at my service an engine and car, which accommodation I learnt from you the Provincial Government had no right to give.

It is now my duty to inform you that this offer from the Contractors I at once accepted; and I have arranged to leave for Tignish to-morrow (Friday morning) for the purpose of commencing an examination the next day of that end of the line, which I have been informed is in a more advanced state of completion than the eastern section. I have named Friday in the hope that I shall yet be furnished with the plans, etc., which I had requested; and I still trust, before leaving at 10 a.m., I shall be put in possession of them.

I beg you, therefore, to excuse the liberty I take in thus once more very respectfully reminding you of what, before I go, it is so essential that I should be furnished with.

I have the honor to be, Sir,

Your obedient servant,

THO. SWINYARD.

The Hon. Lemuel C. Owen,  
President Executive Council, P. E. I.

EXECUTIVE COUNCIL OFFICE,  
November 12, 1874.

SIR,—I have the honor to enclose Mr. Boyd's reply to mine, enclosing requisition for plans, &c., requested by you on the 28th ult.

The plans of right of way or title are by statute held in the Registry office, but I have instructed the clerk of the railway commissioners to give you the copies in their office. I understand you have already had those of the eastern section.

Mr. Boyd, in his report, writes that he cannot at present spare the copies of the plans of alignment in his office, but I have arranged that you or any person you appoint may have access to them at any time, and when the road is handed over those plans will be given you with it.

Mr. Boyd will have a list of the bridges and main road crossings made with as little delay as possible, but will not be able to furnish a list of the culverts made for some time.

I have the honor to be, Sir,

Your obedient servant,

L. C. OWEN,

*President Executive Council.*

Thomas Swinyard, Esq.,  
&c., &c.

PRINCE EDWARD ISLAND RAILWAY,  
GOVERNMENT ENGINEER'S OFFICE,  
9th November, 1874.

SIR,—I have the honor to submit the following reply to Mr. Swinyard's request to be furnished with plans, &c.

The engineering of the trunk line was by the terms of contract placed in the hands of the contractors. Their chief engineer therefore submitted the plans of structure, &c., as they were required, and I returned them marked "approved," or with order for alterations as the case might be. The originals are consequently in the possession of the contractors.

The drawings for the branch line, being all prepared at this office before the letting of the contracts, are in my possession.

It must be recollected also that the drawings of structures, whether furnished by the contractors or by me, were only general plans, which were modified to suit particular localities.

I was not allowed to extend my staff beyond the narrowest limits, and having no regular draughtsman was obliged, in addition to my other numerous duties, to do most of the draughting myself. It was not possible therefore to provide any drawings except such as were absolutely indispensable.

In many instances slight changes in detail were found necessary during the progress of the works, and were ordered on the ground without being noted on the plans.

For these reasons the plans do not, nor is it requisite they should, show the actual construction of each separate structure. It is only necessary that the work as performed should, in all cases, have my sanction and approval, after which it becomes "according to contract."

I beg to submit the following explanatory remarks on the items in Mr. Swinyard's list:

- 1, 2. The plans and profiles are in constant use and cannot be spared at present. The working plan of alignment does not show the right of way.
- 3, 4, 5. No such lists have been prepared, not being required for my use, but I will have lists 3 and 5 prepared as soon as possible.
6. There is a crossing on every farm through which the line passes, in some cases two.
- 7, 8, 9, 10, 11. The general remarks above apply to these five items.
- 12, 13. The only plans of station buildings for the branch line, approved by the Lieutenant-Governor in Council, are those in accordance with which the stations have been built. I lent my only copies of these to Mr. Swinyard in June last, and he has not yet returned them. I have the plans of the branch line stations.
14. I have plans of the principal stations, with the position of the buildings, &c., shown. The way-station grounds were laid off by the Government Land Surveyors, and I located the buildings myself on the spot without using plans. The grounds themselves should be shown on the plans in the Record office, but I have no copies. I gave Mr. Swinyard a copy of the Charlottetown plan in June last.
15. The switches are of the ordinary kind, so common and well-known that no drawings were required. There are no signals on the line.

16. The wharf plans and detailed specifications were submitted by the contractors, approved by me and returned to them. The wharves are of ordinary close-faced crib work.

17. The depths at the ends of the wharves are as follows: Charlottetown, 18 feet, low water; Georgetown, 18 feet, low water; Summerside, 15 feet, low water; Cascumpec, 9 feet, low water; S. Peters, 9 feet, low water; Souris, 6 feet, low water. The depth alongside not being required, have not been measured yet, but I can have them taken in a short time.

The principal pits from which the contractors procured ballast, are at Alberton Lot 11, Kensington, North Wiltshire, Malpeque Road, Suffolk Road, Mooney's, Seringeour's, Morrell, Dingnell's, Ashton. There are several other small pits which were nearly, if not quite, exhausted.

The original drawings cannot be spared at present, and it would take a long time to make copies; but when the line is completed, the working drawings will be handed over with the railway. This seems to be the only proper course to pursue in the matter.

I have, &c.,  
JOHN EDW. BOYD,  
*Chief Engineer.*

The Honorable  
the Colonial Secretary.

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EXECUTIVE COUNCIL OFFICE.

November 12, 1874.

SIR,—I enclosed Mr. Boyd's report this morning and regret that I was unable to reply earlier to yours of 28th ult.

I have already ordered that the plans of Western Section of the Railway in the Commissioners Office be sent to you at once.

The Commissioners being out of town may have some of the plans away with them, but the Clerk will send what he has.

Several days ago, I requested Mr. Boyd to endeavor to obtain information from the contractors to enable me to form some idea of the time when we might expect the railroad would be completed and ready to be handed over. I enclose a copy of a note from him on that subject.

I have the honor to be, Sir,  
Your obedient servant,  
L. C. OWEN,  
*President Executive Committee.*

Thomas Swinyard, Esq.  
&c., &c.

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CHARLOTTETOWN, P. E. ISLAND,  
24th Nov., 1874.

SIR,—In making inquiries about the plans showing the quantity of land taken for railway purposes, and in respect to which I shall, of course, have to report for the information of the Dominion Government, it has been stated to me that none have yet been filed at the Registry office, and consequently that the land enclosed has not been legally dedicated to the public.

As it is expected that the Provincial Government will soon be in a position to close with the contractors, and make thereafter a transfer of the railway to the Dominion, I take the liberty of mentioning to you the facts which have been brought to my notice.

At present, owing to the non-filing of the plans, I understand that the contractors and others at work upon the line are in the position of trespassers, and that

the omission unrectified would be a fatal barrier to the possession of the railway by the Dominion Government.

I have the honor to be, Sir,

Your obedient servant,

THO. SWINYARD.

The Hon. LEMUEL C. OWEN, President Ex. Council, P. E. I.

CHARLOTTETOWN, P. E. ISLAND,

24th November, 1874.

SIR,—Having regard to the several interviews we have had in reference to the transit of grain and merchandize for shipment over the railway before the close of navigation, in order to meet the very urgent requests which have been made throughout the Island for that accommodation. I have been advised, without prejudice to the rights of the Dominion Government in the matter of the final inspection and acceptance by them of the road, to consent, so far as my consent on their behalf is necessary, to the contractors undertaking the conveyance from the different stations along the railway, of merchandize for shipment from the Island and of grain in full car loads, to the principle shipping ports. The arrangement is of course to be only of a temporary nature, pending the acceptance by the Provincial Government of the railway, from the contractors.

As fully understood at the interview between us, the contractors should undertake not to shew any favoritism in the allotment of cars, but should apportion them as equitably as possible amongst the various applicants.

In the notice which may be issued to the public advertising this arrangement, I think it very essential, to prevent the position or interests of either the Provincial or Dominion Government being prejudiced, that the special character of the arrangement should be distinctly set forth, so that the public may be fully aware that the line is not yet formally opened for regular traffic but simply opened under urgent circumstances to obviate disappointment to shippers of grain, etc., who have depended on the anticipated opening of the railway this fall, to reach at the last moment before the closing of navigation the several ports that may remain open.

I have already mentioned my objections to this arrangement extending to passengers, though I first thought it possibly might be allowed on notice being given that it would be *at their own risk*; but the more I reflect upon the serious peril we would be permitting the travelling public to subject themselves to, and upon the responsibility which my assent would throw upon me, the more I am convinced of the imprudence of the proposed arrangement.

The inspection which I and Mr. T. Ridout, C. E., have already made does not warrant me in allowing it in any way to be supposed that I consider the line in a fit state to be yet opened for passenger traffic, even though non-responsibility for risk might be specified.

With regard to the details, I will as it was understood, be very happy to supply the contractors with rate, forms, etc., to assist in making the arrangements necessary to check and keep accounts of the freight carried under their care. They will, of course, provide that everything is done at owners risk, and that no responsibility whatever will be undertaken by them for any loss, damage or delay that may arise to consignor or consignee.

I beg to inclose a memorandum which I think it desirable should be signed on behalf of the two Governments and the contractors.

I have the honor to be, Sir,

Your obedient servant,

THO. SWINYARD.

The Hon. LEMUEL C. OWEN, President Executive Council, P. E. I.

EXECUTIVE COUNCIL,  
PRINCE EDWARD ISLAND,  
November 26th, 1874.

SIR,—I have the honor to acknowledge the receipt of your communication of the 24th inst. Copies of the memorandum have been made, signed by me in triplicate, and inclosed herewith.

I regret that passenger cars are not to be attached to the freight trains. Great numbers are anxious to travel by this route, and for some time past the contractors have had great difficulty in preventing them from using their construction trains for this purpose.

I think when you again go over the road you will find that the contractors have made it satisfactory and safe for passenger traffic.

I have the honor to be, Sir,

Your obedient servant,

L. C. OWEN.

President Ex. Council.

Thomas Swinyard, Esq.

CHARLOTTETOWN, P. E. ISLAND,  
27th November, 1874.

SIR,—I have the honor to inform you that the memorandum, in triplicate enclosed in your letter of yesterday's date, has been duly executed by me; and I retain one copy on behalf of the Dominion Government.

I cordially join, so far as any inconvenience to the public may be concerned, in the regret you express that the temporary arrangement made with the contractors limits the accommodation to freight; but when it is considered that some work remains to be completed before the railway can be pronounced to be in safe running condition; that the engines also, and other portions of the rolling stock, require to be put in order; that the trains now run will have to travel at unfixed and unseasonable hours; that although dwelling rooms were originally contracted for and designed, no such provision has been made at any one of the stations along the whole course of the railway; that this accommodation has yet to be given before station-masters can be appointed, and the line properly and efficiently operated; that the telegraph in course of erection is not yet finished; and that generally the arrangements effected are altogether of an exceptional character, there can, I submit, be no doubt that, irrespective of the broad fact that the railway has not yet been completely examined, nor passed by your own engineer, nor officially inspected by me, nor is yet under the control of the Dominion Government, it would have been entirely *beyond my duty* to have consented to, or to have recommended, the conveyance of passengers under such ill-conditioned circumstances.

I have been informed that the casualties, which have *already* occurred, have proved the prudence and wisdom of the limitation; and one has only for a moment to reflect upon the liability of those who may be in charge of trains, not yet regulated by time table, nor controlled by telegraph, to err in judgment, to recognize the necessity of the precaution shown, and to comprehend the responsibility so justifiably avoided.

I have the honor to be, Sir,

Your obedient servant,

THO. SWINYARD.

The Honorable Lemuel C. Owen,  
President Executive Council,  
P. E. I.

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## MEMORANDUM.

WHEREAS, it is found that some few days must elapse before the railway can be completed and transferred to the Government of the Dominion; and whereas, it is very desirable, in the meantime, to meet the urgent requests which have been made by various parties wishing to use the railway for the purpose of exporting grain and merchandise at the several ports of Cascumpee, Summerside, Charlottetown, Georgetown, Head of St. Peter's Bay, and Souris, before the close of navigation, it is hereby by, and agreed between the parties hereto, that the contractors may use the rolling stock (now in their possession for the purposes of construction only) for the conveyance of grain and merchandise for shipment as above stated, at rates to be furnished by the commissioner, or agent, acting on behalf of the Government of the Dominion, and on terms to be arranged between him and the said contractors, in regard to the checking of the traffic conveyed, and to the apportionment of the receipts therefor; it being understood and agreed that this arrangement for the temporary working of the line for traffic purposes by the contractors, is made under special and urgent circumstances, and to prevent confusion or clashing in operating the road while still in possession of the contractors, and shall in no way prejudice the relative rights, interests and positions of the Provincial Government and the contractors, nor the relative rights, interests and positions of the Provincial and Dominion Governments.

The undersigned contractors do hereby bind themselves not to shew any favoritism in the allotment of cars at their command, and do agree to the best of their ability to apportion the same as equitably as the circumstances will permit.

This arrangement to terminate not later than the closing of navigation this fall

Witness to the signature of L. C. Owen,  
WILLIAM C. DESBRISAY.

L. C. OWEN,  
*President Executive Council.*  
On behalf of the Government  
of Prince Edward Island.

Witness to the signature of T. Swinyard,  
THOMAS RIDOUT.

THO. SWINYARD,  
On behalf of the Government  
of the Dominion of Canada.

Witness to the signature of Schreiber & Burpee,  
A. STRONACH.

SCHREIBER & BURPEE,  
*Contractors.*

Charlottetown, 24th November, 1874.

CHARLOTTETOWN P. E. ISLAND  
2nd December, 1874.

SIR,—At the invitation of Mr. Boyd, Engineer for the Provincial Government of the Prince Edward Island Railway, I and Mr. Ridout, C. E., passed with him over the line on Monday the 30th ultimo, between Charlottetown and Tignish, and on Tuesday (yesterday the 1st instant), between Charlottetown and Souris.

We left on Monday at 7.40 a.m., and I expressed a wish to Mr. Boyd to spend two days on the trip, the distance between Charlottetown and Tignish being 117 miles; but he stated he could not consent to do so as he had decided to go away from the Island for good by the next steamer, leaving Charlottetown on Thursday morning (to-morrow) about 5 a.m. Daylight closed by the time we reached Huntly River bridge on the Tignish branch, about 3 miles from Alberton, and about that time the labors for the day ceased, leaving the line and stations between Huntly



River bridge and Tignish unexamined. We went on in the dark to Tignish to leave some empty passenger cars, and were brought back to Charlottetown during the night, reaching there at 3 o'clock yesterday morning.

We again left Charlottetown with Mr. Boyd about 11 o'clock the same morning for Souris, and when just before starting Mr. Laird and I met you at the station, it was with very great reluctance that I felt compelled to express to you my dissatisfaction with the very hurried manner in which this examination with Mr. Boyd was being made, and which led me to fear that he was not thereby doing justice to himself or to your Government.

We arrived at Souris at 5 p. m., and expected that Mr. Boyd would the next morning, finish the tour between Mount Stewart and Georgetown; but he stated he could not, as he had made an appointment to meet you this morning, hence we were brought back to Charlottetown last night, and did not go to Georgetown at all.

I have with much pain to record my protest against these hasty proceedings, and I cannot but regard Mr. Boyd's departure from the Island at this juncture as most unfortunate.

Up to the present we have been furnished with scarcely any of the plans and statements we have asked for. Mr. Boyd surely ought to have had all of these things in his possession, and if he had not it would have been very easy for him to have got them from the Contractors.

As it is, Mr. Ridout and I have been compelled to get the details as we best could by personal examination and measurement, in anticipation of the immediate completion of the line by the contractors, and of the arrangements to be made by your Government for its final transfer to the Dominion. And now that we are prepared to compare our notes and observations on the work done with the working plans and specifications, with the view of enabling the Dominion Government to accept the railway if ready for them, Mr. Boyd has intimated to us his determination suddenly to leave the Island, although it is palpable that his presence is indispensable for the satisfactory completion of the work.

This course is incomprehensible to me, and it is my duty to communicate to you both my surprise and regret.

I have the honor to be, Sir,

Your obedient servant,

THO. SWINYARD.

The Hon Lemuel C. Owen,  
President Ex. Council, P. E. I.

EXECUTIVE COUNCIL,  
PRINCE EDWARD ISLAND,  
December 3rd, 1874.

SIR,—In reply to your's of yesterday, I regret to inform you that I found Mr. Boyd very ill, and unable to attend to his duties; he had been at work in the forenoon although complaining, and in the afternoon left the office and remained with Mr. Cox, his assistant engineer, until nearly 10 o'clock; he wished to be quiet, and at the same time, from the nature of his illness, did not like to be alone. He told me that the attack had been coming on for some days but that yesterday he became much worse and that he could not, with justice to either the Government or himself, attend in his present state of health, to the work remaining to be done. He wished much to be allowed to go to his home in St. John for a few days, to recruit, after which he will return and attend to receiving the road from the contractors. He said that he would reply to your letter from St. John.

I had intended insisting that Mr. Boyd should remain to arrange matters with you, but when I found him so very ill, I could not do otherwise than allow him to go away for a few days.

If you and Mr. Ridout will appoint an hour to-day to meet me at the railway, I

will see that all the plans &c., shall be given you. I understand that there is a possibility of one of them yet being required in the office; if so, it can be retained for the present.

I have the honor to be, Sir,

Your obedient servant,

L. C. OWEN,

*President Executive Council.*

Thomas Swinyard, Esq.,

&c., &c., &c.

CHARLOTTETOWN, P. E. I.,

December 4th, 1874.

SIR,—I went to your office at 1 p. m., yesterday for the purpose of thanking you for your letter in reply to mine of the previous afternoon, but I was not so fortunate as to meet with you. Mr. Ridout, however, had called for the plans &c., which you kindly promised we should now have. Though so obviously necessary to enable me to fulfil my duty to the Dominion Government, it was with the utmost regret that I had to trouble you so often for them. I can assure you that it has been, and still is my anxious wish and study to accomplish the work entrusted to me in the most convenient manner to your Government.

With regard to Mr. Boyd's departure from the Island, I am truly sorry that though I find it was your intention to have requested him not to carry his decision into effect until matters were arranged, you were, by his sudden attack yesterday, prevented from doing so. When Mr. Ridout and I made our trip with him over the line on Monday and Tuesday, he appeared to be as well as usual. The imprudence however of his attempting to accomplish so much in so short a time and at such unseasonable hours, is now manifest; but I trust sincerely that the attack will not prove serious, and that we shall soon have the pleasure of again seeing him here.

I have the honor to be, Sir,

Your obedient servant,

THO. SWINYARD.

The Hon. Lemuel C. Owen,

President Executive Council,

Prince Edward Island.

(Copy.)

CHARLOTTETOWN, P. E. I.,

December 10th, 1874.

MY DEAR SIR,—Anticipating Mr. Boyd's return, it may facilitate the discussion which we hope soon to have the honor of having with you, if I enumerate the principle items in the Contracts from which after the examination we have been able to make, it appears to us that very important departures and omissions have been made. They are as follows:—

1. In the clearing.
2. In the grading.
3. In the ballasting.
4. In the ties.
5. In the sidings.
6. In the length of railway
7. In the fencing and gates.
8. In the stations and other buildings.
9. In the filling at Charlottetown.

I remain, my Dear Sir,

Yours very truly

THO SWINYARD

The Hon. Lemuel C. Owen,

President Executive Council.

CHARLOTTETOWN,  
Friday Morning.

MY DEAR SIR,—I have not received the letter that I understood you to say you had sent me.

When leaving yesterday I went to the office of the Executive Council and remained there until 4 o'clock; then called at the office of the Colonial Secretary; then came to my place of business and remained until 5.30. Sent to the post office, and at 7.30 went personally to the post office and could not obtain any information of the missing communication; will thank you to enquire if it has been left in your office.

I remain, yours,  
L. C. OWEN.

Tho. Swinyard, Esq.  
&c., &c., &c.

(Copy.)

CHARLOTTETOWN, P. E. I.,  
11th December, 1874.

MY DEAR SIR,—On the other side I beg to give you a copy of my letter to you of yesterday, which was personally delivered by my messenger about noon to the attendant in the office of the Colonial Secretary.

I will go there specially to enquire into the matter. I am very sorry for the trouble you have been put to.

Yours, very truly,  
THO. SWINYARD.

The Honorable  
Lemuel C. Owen,  
President Executive Council.  
P. E. I.

CHARLOTTETOWN,  
December 14th, 1874.

MY DEAR SIR.—Anticipating from your intimation at the close of last week, that in a short time your Government would be prepared to transfer the Railway to the Dominion, I have been considering what (provided a satisfactory understanding can be arrived at between the two Governments in regard to the terms of transfer) train accommodation it would be possible and safe to give the public during the winter months, and until the line can be fully opened in the spring, by which time it may be expected that dwellings for station-masters and sheds for freight at Summerside, Charlottetown, Georgetown and Souris can be provided, and workshops and machinery at Charlottetown prepared. Of course, until these necessities for the proper and efficient working of the railway are all complete, the arrangements that may be made can only be of a special character. All freight must be carried at owner's risk, and, as regards passengers, it is self evident that it would be very dangerous to carry them except at fixed and seasonable hours.

My opinion is that the trains which may be run should *all travel in daylight as far as possible* because there being no station-masters and no lights to guide the train hands, there would be great difficulty in bringing the train to a stand in the dark at the proper places, and passengers might alight on bridges or in cattle guards, or walk upon or into the same or other dangerous places.

In the absence, too, of complete telegraph accommodation it would only be prudent to allow one train upon the same division at a time, except in special cases of emergency, such as one train needing the help of another.

In the enclosed rough time table, prepared subject, as before stated, to the terms of arrangement between the two Governments, being such as to remove any obstacle

to its being put into operation by the Dominion Government, you will see that I have taken all these precautions into consideration; and, while the table does not pretend to give the accommodation which the Government will be able to afford when the railway is fully perfected, it will, I trust, give all that can reasonably be expected under the circumstances during the present winter.

There will, as it is now drawn, be three trains each way per week between Charlottetown and Summerside; two trains each way per week between Charlottetown, Alberton and Tignish; two trains each way per week between Charlottetown, St. Peters and Souris, and two trains each way per week between Charlottetown, Cardigan and Georgetown. The arrangements will of course be subject to change as circumstances and experience may render necessary.

I shall be very glad if you will look over this proposed time card, and return it with any suggestions that may occur to you. You will bear in mind that the trains have so to be arranged that the engine and train hands have to be brought to the proper destinations on each trip so as to take up and perfect the next day's work.

Yours, very truly,

(Signed,) THO. SWINYARD.

To Hon. L. C. Owen.

P. S.—I had just written the above letter when your messenger delivered to me your letter of to-day's date, which I will duly answer to-morrow. I asked your messenger to wait while the Time Bill, enclosed herein, was being copied, but he said you would have left office for the day. I therefore send this to your house.

EXECUTIVE COUNCIL,

PRINCE EDWARD ISLAND,

December 15th, 1874.

MY DEAR SIR,—I am much obliged for your's of yesterday, enclosing a copy of a proposed time table for the Railway for the winter, and return it as requested.

I have no right to interfere in the matter, the management of the road being altogether with the Dominion Authorities, but will suggest that, as in the arrangement you have given a tri-weekly accommodation to Summerside, Georgetown being the terminus of the trunk line east, the people of that place should be in no worse position than those of the former town. Again, I trust that the arrangement will be continued to send freight trains occasionally to Georgetown, while that harbor remains open. I am informed that several ships are now lying at the Railway wharf there waiting for cargoes, and I fear that if the public are tied to the semi-weekly arrangement, these ships will not be loaded this autumn, and great detention and loss will be caused thereby.

I remain, my dear Sir,

Yours truly,

L. C. OWEN,

President Executive Council.

Thomas Swinyard, Esq.

(Copy.)

CHARLOTTETOWN,

PRINCE EDWARD ISLAND,

16th December, 1874.

MY DEAR SIR,—I thank you for returning the skeleton time table. Of course after the Railway is transferred to the Dominion Government the management of it will be in their hands; but as Premier of the Province, and one of its leading merchants, I was anxious to consult you in reference to the accommodation which (all things being satisfactorily arranged between the two Governments) it might at an early day be practicable to afford during the winter months. I am glad to know

from a conversation I had with you that it was your opinion that the proposed arrangements would, under the circumstances, be entirely satisfactory, and I was pleased to receive your suggestion with regard to Georgetown.

From enquiries carefully made, I was led to the conclusion that the line would be mostly used between Charlottetown and Summerside, hence the extra train arranged for that section of the line. The present number of trains specified in the table, is all that under existing circumstances can be conveniently given. If experience, however, should show that an extra train is more needed between Charlottetown and Georgetown than between Charlottetown and Summerside, it will be easy to make the change.

You speak of several ships now lying at the wharf at Georgetown waiting for cargo. I believe the *Contractors* have done all in their power to work through what traffic has been presented to them; but the severe snow storm we have had only proves how great are the difficulties attendant even on a partial opening of the Railway at this late season of the year.

*The Contractors have informed me that at some places along the line the snow lies in drifts of from six to twelve feet in depth, and that their efforts to overcome the obstacles, have, for the last few days, been almost unavailing.*

Yours very truly,

THO. SWINYARD.

The Hon. Lemuel Owen,  
Charlottetown.

EXECUTIVE COUNCIL,  
PRINCE EDWARD ISLAND,  
December 14th, 1874.

SIR,—In reply to your's of 10th instant, wherein you write that on examination it appears that very important departures and omissions have been made in the construction of the railway, I have the honor to inform you that,—

1st. Mr. Boyd states that the clearing is not done to his satisfaction; at various places, amounting in all to about thirty miles, a quantity of rubbish is still remaining unburnt; he estimates the cost of this at ten dollars per mile, and he has stopped three hundred dollars, in his certificate, to cover this item;

2nd. The Chief Engineer cannot conceive in what particular the grading is not up to specification. Before the track was laid, gangs were put on to trim and finish. Any embankments that were narrow or had run off, have been widened; the drainage has been most carefully attended to, and the grading altogether is as good as can be made.

3rd. From the observations of the Chief Engineer, and the reports of his assistants, he is satisfied that the ballasting is completed according to contract.

4th. Some of the ties are smaller than the specification size, but an additional number has been put in at the points where this was found to be the case, so as to give the rails a bearing equal to what they would have had with the larger ties. Between Harper's and Tignish, and between Wellington and Port Hill, some more should still be put in. Mr. Boyd estimated the number required at sixteen hundred; the sleepers have been furnished, and he considers the amount which he has deducted ample to cover the cost of laying them, and furnishing the spikes; he informs me that he stopped the Contractors from putting them in, it not being desirable to disturb the track at this season of the year.

In the two thousand and five hundred ties to the mile in the specification of the Trunk line is included the number required for sidings; as it appeared to be misunderstood, Mr. Boyd had this item altered in the specification of the branch lines, the drawings, which are the same in both cases, show two thousand and two hundred sleepers to the mile;

5th. The ten per cent specified at the sidings was intended as an extreme limit,

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and was so explained by the Engineer to intending contractors before letting; ample siding accommodation has been provided, and there is now more platform stations than were originally intended.

6th. Length of Railway: The line was located strictly in accordance with the routes defined by the Orders in Council, the final location approved by the Lieutenant Governor in Council, and the location of the trunk line sustained by the Commission of Engineers appointed to examine it.

7th. Mr. Boyd reports the fencing in good order; any small posts had been supplemented by larger ones driven in the centres of the panels; the gates are in accordance with his plans and instructions. By the contract for the trunk line it was intended that a fence of boards should be put up along the road, and by an Order in Council dated 12th December, 1871, the contractors were ordered to substitute a wire fence in place of boards.

8th. The station and other buildings are in accordance with the plans adopted and approved by Orders in Council of date 13th March and 9th April, 1872.

9th. Filling in Charlottetown: There was an intention to build the wharf south of the Ferry Wharf, where it would have been, at most, eight hundred feet long and sixty feet wide; it is now eight hundred and sixty feet long, and the approaches are widened in order to make it agree with a design made by Mr. Boyd for an enlarged station yard. This with the filling done completes, in the opinion of the Engineer, all that the contractors can be required to do. They make a claim for the breast-work and filling extending from the Railway Wharf to the Ferry Wharf. These the Government of this Island refused to pay for, not having been ordered by the Engineer or any person authorized by the Government. I am informed that the Hon. Mr. Tilley, acting for the Minister of Public Works for Canada, when here in 1873, requested the contractors to make these additions to these works.

I have the honor to be, Sir,

Your obedient servant,

L. C. OWEN,

*President Executive Council.*

#### EXECUTIVE COUNCIL,

PRINCE EDWARD ISLAND,

December 14th, 1874.

SIR,—The Contractors for building the Prince Edward Island Railway having notified me that the road is now completed, that all working trains are withdrawn from the line, and that they are prepared to hand over the work; and the engineer in charge having certified that the road is (with some exceptions which I shall enumerate) completed: according to the conditions of the contract, the Orders in Council, and his instructions; and the Government of this Province having been informed by despatch, dated at Ottawa, the 26th August last, from the Secretary of State for the Province, addressed to Sir Robert Hodgson, Lieutenant-Governor, that the Governor General in Council had appointed you to act for the Dominion Government as Superintendent to take charge of the Prince Edward Island Railway, in order to open the same for traffic as soon as completed: I have the honor to inform you that I will be prepared to deliver the railway and plant to you on Thursday the 17th inst.

By the conditions of the contract an allowance is to be made by the Contractors for repairs to the rolling stock used in construction, if not already repaired; this being a matter of agreement, the engineer has deducted \$1,400 for this item, until the matter is arranged by the Contractors.

There is also a deduction for sleepers which are not up to specification; the Contractors have agreed to deliver 1,600 to put in place of those that are small, and \$400 have been deducted for labor and cost of putting them in.

There is also an allowance of \$300 for clearing which has not been done to the

satisfaction of the engineer in charge, and which cannot be done at this season in a proper manner. These sums, if agreed on, can be paid to you for the purposes aforesaid.

I have the honor to be, Sir,  
Your obedient servant,  
L. C. OWEN,  
President, Executive Council.

Thomas Swinyard, Esq.  
&c., &c., &c.

CHARLOTTETOWN,  
December 16th, 1874.

SIR,—I have the honor to acknowledge the receipt of your favor of the 14th inst. When I wrote you on the 10th inst., enumerating the principal items in the contracts from which, after the examination we had by the assistance of the Contractors been able to effect, it appeared to Mr. Ridout and myself that very important departures and omissions had been made, *it was, as expressed in my letter in anticipation of having the honor of an interview with you and Mr. Boyd, on that gentleman's return to the Island, for the purpose of discussing very fully the condition of the railway as we found it, prior to final arrangements being come to for its transfer.*

As you have not deemed it necessary to have such discussion, but have thought it better to communicate to me in writing certain explanations made by Mr. Boyd, on the points enumerated by me, I think it expedient (although I have since been notified by you that your engineer has certified that the railway has been completed to his satisfaction) to state in greater detail the nature of the objections which appeared to require investigation in order that no misconception may exist as to the conclusions which our examination led us to come to:—

1st. *Clearing.*—The deduction of \$300, made by Mr. Boyd, may or may not be an adequate estimate of the actual cost of burning the rubbish left by the Contractors at various places along the line. This deduction, however, is professedly made as the actual cost of destroying the rubbish. It does not take into consideration the risk which invariably attaches to the burning of *debris*, and the damage which those burning it may have to pay in case of injury to adjoining property. The specification also provides that all rotten logs, brush and other inflammable material should be burned or disposed of for a distance of one rod on each side of the line. This has been only partially carried out, and its completion will involve an expense and risk which the Dominion Government of course cannot be expected to bear or assume.

2ndly. *Grading.*—With regard to grading, the point to which I had particular reference when I first brought the subject to your notice as one which I had hoped to have had an opportunity of discussing, was the *grading of the station grounds.*

In section 18 of the branch, and 19 of the main line contract, the specification provides that *this grading shall be of such width as the engineer may require.*

As a matter of fact, there has been no grading of the station grounds whatever. The station buildings and platforms are simply inaccessible for teams and carriages, no approaches having been made to them within the limits appropriated for railway purposes from the ordinary highways.

In the matter of gradients and curvature, we have not had an opportunity of testing whether the specification has been substantially complied with or not.

3rdly. *Ballasting.*—Our personal examination of this branch of the work has led us to a conclusion that it is *not* in accordance with the opinion Mr. Boyd has formed. Between Hunter River, Charlottetown, Georgetown and Souris, the specification appears to us to have been substantially complied with; but on the western section between Hunter River and Tignish, the careful tests we made at each mile of the road, shows a very material deficiency. We hoped to have had opportunity, in company with Mr. Boyd, of retesting the ballasting.

4thly. *Sleepers.*—With reference to Mr. Boyd's explanation of the deficiencies in

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the number of ties, of course we cannot express any opinion as to any misunderstanding between the Contractors and the engineer, but taking the specification as it stands, we find that in the main line between Cascumpee and Georgetown, there is a deficiency of about 300 ties per mile. On both the Eastern and Western branches, the specification for those branches appears to have been complied with, excepting in the particular cases of narrow or small ties for which Mr. Boyd has reported to you he has ordered the Contractors to make provision.

5thly. *Sidings*.—The contracts distinctly provide that the total clear length of sidings to be laid shall be equal to about *one-tenth* of the length of the railway, whereas, we find on actual measurement that there is *less than one-twentieth* constructed, being *less than one-half* of the accommodation originally provided for. We do not think that this is "ample siding accommodation," or that the per centage of siding required in the contracts, was either excessive, or unusual. This is one of the important points which I ventured to express the hope that I would have had an opportunity of discussing with you on Mr. Boyd's return.

6thly. *Length of Road*.—The actual line constructed being so largely in excess of that contracted for, seemed to us to require explanation, and hence was included in my list of points for discussion.

7thly. *Fencing*.—I have caused a close and particular examination of the fencing to be made, and I find that in important particulars, neither it nor the gates come up to the requirements of the specification.

The question as to whether the fence should have been built of boards, or constructed of wire, I considered was one not within my province to determine.

8thly. *Station and other Buildings*.—The manner in which the station and other buildings are built, varies so very much from the original contracts, that we deemed it our simple duty to ask explanations. Mr. Boyd's statement that the contract was altered by Orders in Council, and that these buildings comply with the requirements of these orders, may be correct. I have never seen or been furnished with these orders, and until examined of course no opinion could be passed as to the way in which they have been carried out. With the policy which induced them to be passed we have nothing whatever to do, but it must be obvious, however, to any one having a practical knowledge of the working of railroads, that *some* accommodation must be provided for the station masters, and that at the chief depots proper freight sheds must be constructed at such points as will make them practically available for traffic, which at present is unfortunately not the case.

9thly. *Filling at Charlottetown*.—My object in mentioning filling at Charlottetown as one of the subjects on which I thought it essential to seek explanation was not to take exception to the actual work done, but to ascertain what really the contract required to have done. The plan furnished did not enable us to form so much as an approximate opinion on this point, and even now we are unable from the information in our possession to come to any conclusion as to whether this branch of the work complies with what the Contractors were required to do. We may, however, say that at present the provision made does not give sufficient accommodation for absolute requirements.

While these are the principal points that I thought it advisable to call your attention in a friendly way, I do not wish you to infer that they embrace everything which I deemed it requisite to bring before you.

I anticipated that a full discussion would have enabled me to have suggested many other matters which I considered it necessary to have explanations upon. Among these I would mention rolling stock, tanks, &c., in regard to which prior to Mr. Boyd's departure we had never been furnished with the designs.

I have now the honor to acknowledge the receipt the *same afternoon* of your second letter, in which you state that the contractors for the building of the Prince Edward Island Railway having notified you that the road is now completed, and that your engineer in charge having certified that the road is, with some exceptions, (which you enumerate) completed according to the conditions of the contract, the orders in Council received, and his own instructions, you will be prepared to deliver



the railway and plant on Thursday next (to-morrow) the 17th inst., to me as the representative of the Dominion Government specially appointed for that purpose.

I have lost no time in communicating to the authorities at Ottawa the substance of your notification, and am hourly in expectation of receiving instructions.

So soon as I do so, I will write to you again without delay. In the meantime, I have the honor to be, Sir,

Your obedient servant,

The Honorable Lemuel C. Owen,  
President, Executive Council,  
P. E. I.

(Signed) THO. SWINYARD.

(Copy.)

PRINCE EDWARD ISLAND,  
CHARLOTTETOWN, 17th Dec., 1875.

SIR,—With reference to your letter of the 14th inst., in which you state that you will be prepared to deliver the Island railway and plant to me as the agent of the Dominion Government, on Thursday the 17th inst., my letter of yesterday's date will have informed you of the reason why I could not then give a definite answer to your proposition.

You of course are now fully aware from my former communications to you, and especially from my letter of the 16th inst., that neither I, myself, nor Mr. Ridout, the Engineer appointed by the Dominion Government to assist me in the examination of the Railway, consider it to be completed in accordance with the contract; but, that on the contrary, we hold that there are very many important things left improperly finished and undone.

It is a matter of extreme regret that the interview which I sought with you and Mr. Boyd, to discuss the deviations from the contracts, and the deficiencies of completion, was not afforded Mr. Ridout and myself. I was then in hopes, and still think, that if such an opportunity had been afforded us, we could have convinced both you and Mr. Boyd of the existence of these deviations and deficiencies to a much greater extent than you admit of in your second letter of the 14th instant.

Knowing however, as I do the importance of giving the Island every advantage which may result from the immediate running of the road, and in deference to the great desire of the public that it should go into operation—a desire which is fully shared by the Dominion Government,—I would say that I will be prepared on Monday next to take possession of the railway and plant, and put the same into operation with the least possible delay, under any one of the following conditions that you may think best to accept:—

1st. That the Island Government bind themselves to complete the Railway according to contract, making good the deficiencies and omissions to which I have already called your attention, and such other defects and deficiencies in the completion of the Railway and Plant according to contract, as a fuller examination may shew to have existed at the time of its delivery to the Dominion Government, or

2nd. That the Local Government authorize the Dominion Government to make good the deficiencies and omissions above referred to, at the expense of the Local Government; or if neither of these proposals is accepted, then

3rd. That all disputed matters be left open for future adjustment between the two Governments, and that my entering into possession of the road and plant shall not be construed in any way to prejudice the Dominion Government.

In taking this course, I assume that you have duly filed all plans and descriptions and taken all necessary steps to secure the legal dedication to the public of the lands and right of way requisite for Railway purposes under the statutes and contracts.

I have the honor to be, Sir,

Your obedient servant,

The Hon. Lemuel C. Owen,  
President, Executive Council.

THO. SWINYARD.

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EXECUTIVE COUNCIL,  
PRINCE EDWARD ISLAND,  
December 17th, 1874.

SIR,—I have the honor to acknowledge the receipt of your letter of yesterday, in which in several paragraphs you refer to a discussion which you are desirous to have with myself and Mr. Boyd, on several matters noted in your letter of the 10th inst. I have for the last six weeks, at a very great inconvenience to myself, remained in town, and could be seen at this office at any time during office hours. On Saturday last I asked you if I could see you that afternoon, and on Monday evening last I asked you if you would call the next morning; both these meetings you declined or could not attend. I am still to be found at this office if required.

In your remarks about these stations and other buildings, you appear to doubt the correctness of the statement that they are agreeable to the "Orders in Council," because you have not seen the original documents.

Your communication will be handed to Mr. Boyd for reply; meanwhile, as the Contractors have notified me that they have completed their contracts for the construction of the Trunk line and its branches, and the engineer of the road has certified to the Provincial Government that the said contracts have been fulfilled as stated in my communication to you of the 14th instant, my only course is to notify you again that the road is ready for you as Superintendent to take charge of in order to open the same for traffic, pursuant to the despatch of the Secretary of State for Canada, dated 26th August last.

I have the honor to be, Sir,

Your obedient servant,

L. C. OWEN,

*President Executive Council.*

Thomas Swinyard, Esq.,  
&c., &c.,

EXECUTIVE COUNCIL.

PRINCE EDWARD ISLAND.

December 17th, 1874.

SIR,—I have been directed by the President of the Council to furnish you with the following copies of "Orders in Council," of dates respectively 13th March and 9th April, 1872.

13th March, "Many persons having urged upon the Government the desirability of 1872. "having covered sheds at the railway stations at Charlottetown, Summerside, Alberton, and Georgetown, under which travellers and their friends "would be protected from the weather on arrival and departure of the trains, and "the Government being most desirous to afford all the advantages that can be "conferred by the provisions of the Railway Act; are referred to the Government "engineer for his report with such suggestions as he may think proper to make; "all the plans submitted by the Contractor with the view of supplying the covered "sheds."

April 9th, 1872. "Read a communication from the Government engineer, stating that "he has examined the plans of station buildings submitted by the Contractor with a view to supplying passenger sheds at the stations in Charlottetown, "etc., instead of those provided for by the contract. Mr. Boyd has marked on the "plans such suggestions as he has to make. In the case of Charlottetown he begs to "submit a plan of a passenger station, instead of that proposed by the Contractor. He does not think it necessary that any material change should be made "in the original plan of the engine house in Charlottetown.

"His Honor, with the advice of the Board, approved of the new plans with the "notes and alterations made by the engineer."

I have the honor to be, Sir,

Your obedient servant,

WILLIAM DES BRISAY,

*Assistant Clerk in Council.*

(Copy.)

PRINCE EDWARD ISLAND,  
CHARLOTTETOWN, Dec. 18th, 1874.

SIR,—I am in receipt of your letter of yesterday's date, wherein you refer to the interview I desired to have with you and Mr. Boyd before he certified the road to be completed, and state that for the past six weeks you "have remained in town at great inconvenience, and could be seen at your office at any time during office hours", I can cheerfully bear testimony to that fact myself, and am happy to say that I have always found you accessible when business required you to meet me. Why you should refer to such a matter I do not know, as I certainly never intimated anything to the contrary, and you have quite misapprehended my letters if you thought they conveyed such an impression.

I have expressed in more than one letter my extreme regret that Mr. Ridout and myself had not the opportunity afforded us that we earnestly desired of meeting with you and Mr. Boyd, after that gentleman's return from St. John, to discuss with you and him the deviations and departures from the original contracts which appeared in the construction of the railroad.

You will remember that prior to Mr. Boyd's departure from the Island, I was unable to procure the plans and other information I had sought, and consequently could not found my opinion whether the work complied with the contract or not. No interview at that time, even if any such had been offered, would have attained the object we desired. After Mr. Boyd had left and the plans were put in our possession, we examined them; and then, and not till then, could we have made up our mind as to the extent of the deviations in the work from the original contracts.

This was the time when we so much desired the interview, and in my letter to you of the 10th instant, in order to facilitate the objects of that interview, I furnished you with a statement of the points on which I desired an explanation and discussion with your Engineer. Mr. Boyd returned on Thursday, and on the following Monday you notified me that he had certified to the completion of the contract. It was only between these two days the interview would have been of service. For any practical purpose it ceased to be of use after Mr. Boyd's certificates were signed. You will remember that in company with you I waited on Mr. Boyd on his return, and found him too fatigued to transact any business, and when we left him it certainly was with the clear and distinct understanding that so soon as he had sufficiently recovered we would have the interview. When you spoke to me on Saturday afternoon about coming with Mr. Boyd that night to my lodgings, I expressed my regret that I had a prior engagement, and to my extreme surprise the next intimation I had was, that Mr. Boyd had given his certificates. You asked me on Monday evening to call and see you next morning. That of course had no reference to the interview I had sought, because at the time you spoke to me, the Government had been furnished with Mr. Boyd's certificates, and had officially notified me of the fact.

I am sure a little reflection will convince you that in seeking the interview, I was acting solely in the interest of the public, and that it would have been for their interests if Mr. Boyd had consented to join in it before giving his final certificates.

I beg to thank you for the copies of the Orders in Council of the dates respectively, 13th March and 9th April, 1872, which I yesterday received through your instructions. A perusal of them will at once shew how necessary it was that all these orders, together with the plans referred to in them, and without which they cannot be understood, should have been placed at my disposal before I was asked to accept the road on behalf of the Dominion Government.

I have the honor to be, Sir,

Your obedient servant,

The Hon. Lemuel C. Owen,  
President Executive Council,  
Prince Edward Island.

THO. SWINYARD.

P. S.—I am anxiously waiting for a reply to my letter of yesterday's date.

(Copy.)

SIR,—The notice arranged with you I felt it my notice given they terminate causes to should be

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CHARLOTTETOWN,

P. E. ISLAND, December 19th, 1874.

SIR,—Upon Mr. Schreiber, on behalf of the Contractors, handing me a copy of the notice they had given to the *Public* of the termination by them of the special arrangements they had, with the consent of the Dominion Government, entered into with your Government for the conveyance of freight prior to the close of navigation, I felt it was proper that I should call his attention to the very sudden nature of the notice given by them to the *Public*, it being in fact dated and issued on the very day they terminated the arrangement; and I suggested that unless there were insuperable causes to prevent the line from being specially operated as heretofore, that the notice should be extended at least one week.

In reply, Mr. Schreiber informed me that the causes were insuperable, and that all his efforts to keep the line open, had proved quite unavailing. He has written to me as follows:—

"As you are aware, heavy snow storms have prevailed the past week, completely blockading the traffic. *The snow now upon many parts of the line is from eight to fifteen feet deep.* On Tuesday last I despatched two engines with a snow plough to the westward to raise the blockade. After laboring the whole day most diligently, they returned, having cleared the way for six miles only. On the following morning I held council with our manager, Mr. Rainnie, when we decided to send out no more trains until the storm abated. Yesterday being a fine day, and feeling that if we left the road blockaded, you might consider we had acted unhand- somely toward you and shirked a responsibility, we concluded, very much against my better judgment, to despatch a train both east and west to make an effort to clear the road. Accordingly *three engines and a snow plough* left Charlottetown westward at 8:30, and *two engines and a snow plough* started east about half an hour later. The westward bound train returned about 7:30 p. m. yesterday, with *one engine disabled, and another damaged.* They reached North Wiltshire station, at which point she ploughed through some hundreds of feet of snow *three feet above the top of the snow plough.* The eastern train I have had no tidings of since she left Charlottetown. This morning *two engines* were despatched westward to take the place of the disabled machines. I have come to the full determination that if they succeed in reaching town to-night (the 15th instant), I will house them, *believing it to be a far more prudent course than sending them out in the storm to be battered to pieces.* In this it is quite possible, and very probable, that you will differ with me. If so, I would say, *then let the service be undertaken by those who are better able to bear the loss than we are.* Our train expenses have been very heavy the past week, and the receipts nil. To expect us to continue to operate the road for *another week* under the special arrangement, is, we maintain, unreasonable, as within that week it is possible we might have to raise the snow blockade several times, and derive no benefit from it thereafter. We therefore have concluded to abide by the announcement made by circular notice of yesterday's date. I shall do myself the pleasure of calling upon you at your office this afternoon."

I have taken the liberty of forwarding you the above extract from Mr. Schreiber's explanatory statement to me of the circumstances connected with the termination by the Contractors of the special arrangement for the transport of freight made with them by the Local and Dominion Governments.

I have the honor to be, sir,

Your obedient servant,

THO. SWINYARD.

The Honorable Lemuel C. Owen,  
President Executive Council,  
Prince Edward Island.

EXECUTIVE COUNCIL,  
PRINCE EDWARD ISLAND,  
December 19th, 1874.

SIR,—I have the honor to inform you that your communication of the 16th inst. was handed to Mr. Boyd, the engineer in charge of the construction of the railroad, for his answer, and which I now beg to enclose.

I have the honor to be, Sir,  
Your obedient servant,  
L. C. OWEN.  
*President Executive Council.*

Thomas Swinyard, Esq.

(Copy.)

*Memorandum in reply to Mr. Swinyard's letter of 16th December, 1874.*

1st. *Clearing.* The deduction of \$300 is, in my opinion, quite sufficient to pay for the completion of the clearing inside and outside the fences in accordance with the specification. All the rubbish inside the fences is piled and ready to burn, the quantity outside is comparatively small. If the burning is done at a proper season and watched, as it should be, by the men employed to do it, the risk is so small that it is not worth raising a question about. It is impossible for me to set a valuation on a contingency which should not be permitted to arise.

2nd. *Grading.* The sections in the specification referred to by Mr. Swinyard read thus: "At points where stations or sidings are to be located the grading must be of 'such width as the engineer may require.'" His statement that there has been no grading whatever of the stations is not by any means a matter of fact. As much grading has been done as was in my opinion necessary for the present requirements of the road, and the terms of the specification, therefore, substantially complied with. To have graded the whole area of the station grounds would have been useless, and an unfair straining of the contract. I have never seen it done on any road in the Lower Provinces. The roads to the stations from the highways are not included in the contract, and the land, in some cases, is not appropriated.

3rd. *Ballasting.* Further discussion on this subject can serve no useful purpose. I still believe that the contract quantity has been put on the line.

4th. *Sleepers.* I have already explained this matter both in my reports to the Government and in conversation with Mr. Swinyard and Mr. Ridout. The number, 2,500 sleepers to the mile in the specification of the Trunk line, was intended to include the quantity required for the sidings, with an allowance for waste. In the specification for the branches I altered the wording, which had not seemed clear to the parties tendering, to the exact number per mile. I may at least be presumed to know what I meant when I specified 2,500 sleepers to the mile, and my subsequent explanation is sustained by the drawings of the track and the quantities on the schedule.

5th. *Sidings.* This matter rests entirely on my rendering of the clause in the specification as given before the letting. I wished to retain power to put in all sidings which could possibly be required, and therefore specified a maximum of 10 per cent.; with a view of avoiding complaints, I have made the contractors put in more sidings than I consider really necessary for present requirements, and though I have not now any figures at hand, I will venture the assertion that no other railway in the Lower Provinces was as well provided with siding accommodation when first opened for traffic.

6th. *Length of Road.* This matter has already been investigated and explained.

7th. *Fencing.* The fencing has been put in good order, any small posts have been supplemented by large ones driven in the centres of the panels. The wires have been properly stretched, and the staples driven tight. The lacing has been carried from bottom to top instead of only half way up, as originally intended. I believe the fence, as it now stands, will, with fair play, prove good and efficient. The gates

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are the ordinary batten gates, and are made of good materials. Had the fence been built of boards instead of wire, the snow storm of this week would have obstructed the roadway much more than it has.

8th. *Station and other Buildings.* On the branch lines these are in accordance with both plans and specifications. On the Trunk line, the drawings differ from the description in the specification, but are those adopted and approved by Orders in Council 13th March and 9th April, 1872. I may state for the information of the Government that the practice in the neighboring provinces seems to differ on the matter of providing living rooms for the agents. On the St. John and Shediac line, and the older portions of the Nova Scotia Railways living rooms were, in most cases, provided, but on the former line not always occupied by the station agent. On the Pictou Branch, N. S., and the European and North American Railway, N.B., there are no dwelling apartments in the stations. It is quite probable that, as the traffic increases, more freight sheds will be required, but all that were provided for in the contract have been built.

9th. *Filling in at Charlottetown.* As I had already stated and explained in a former memorandum, the contractors have done all that, in my opinion, the contract requires them to do. The question as to whether the station yard affords sufficient accommodation is one upon which opinions may fairly differ, but not one which I feel called upon to discuss.

It appears to be somewhat difficult to arrive at an understanding as to where Mr. Swinyard's objections to the Railway as constructed will end. I fail, therefore, to see what advantage could arise from the discussion to which he seems to attach so much importance. I went over Mr. Ridout's inspection notes with him, and any questions raised were fully discussed then; and, at subsequent interviews, though apparently without much effect. Further discussion would therefore, it appears to me, be useless. Although the plans were necessarily retained in my office until the completion of the contract, Mr. Ridout had free access to them, and, if I may be permitted to express an opinion, the question is not one of the approval of designs but of the carrying out of the contract, subject to such changes in detail as were ordered or approved by the Government or Chief Engineer for the time being.

JOHN EDWARD BOYD,  
Chief Engineer.

Government Engineer's Office,  
Charlottetown, December 18th, 1874.

EXECUTIVE COUNCIL,  
PRINCE EDWARD ISLAND,  
December 21st, 1874.

SIR,—I have the honor to acknowledge the receipt of your communication of the 17th inst. Wishing to consult a quorum of the Executive Council on the matters contained therein, I have delayed replying to you until to-day. I now beg to inform you that I cannot, for the Government of this Province, agree to the propositions contained in the said letter.

The Engineer in charge has fully explained that the deficiencies and omissions which you write of do not exist, and the variations in the contract have been fully explained by him; I cannot consent that arrangements made in these matters by the Government of the Island prior to the articles of Confederation, shall be made the subject of future adjustment.

In the matter of the clearing to which I have already alluded, the Government, looking at the benefits to be derived by the public from having the immediate use of the railway, and knowing that this part of the work cannot be done at this season of the year, will arrange that a sufficient sum be deducted from the contractors to make it to the satisfaction of the Engineer.

Plans of the trunk line, branches and stations, with descriptions, are filed in the office of the register of deeds and keeper of plans for this Province.

Under these circumstances I must therefore adhere to my previous notification to you to take charge of the railway, in order to open the same for traffic.

I have the honor to be, Sir,

Your obedient servant,

L. C. OWEN.

Thomas Swinyard, Esquire.

(Copy.)

CHARLOTTETOWN, PRINCE EDWARD ISLAND,  
22nd December, 1874.

SIR,—I have the honor to acknowledge the receipt of your letter of yesterday's date, in which you announce your determination not to accede to any of the propositions contained in my letter of the 17th instant.

That you should have taken this course, is to me a matter of deep regret. I have now no alternative but to accept the railway under protest, and without prejudice to the rights of the Dominion Government; leaving the points in dispute to be settled between the two Governments in such way as they may think proper.

Your Engineer in charge having given his certificates in face of my representations, and you having confirmed his action, it is quite evident, especially as he has since left the Island, that a continuance of the controversy now, would effect no good purpose.

With regard to the legality of the deviations from the contracts before or after Confederation, or to the extent of the power of the Engineer in charge to alter or change the contracts, or to any act of the Provincial Government which has sanctioned or given effect to such deviations and alterations, it is of course not within my province to offer an opinion, but subject to the protest I have given, I must likewise leave these questions for the consideration and action of the Dominion Government.

In order, however, that the public may derive all the benefits from the railway, which under present circumstances, it will be practicable to give, I beg to advise you that subject to this protest, and to this intimation that my action as the agent of the Dominion Government, must not be construed in any way as an acknowledgement that the contracts have been properly and lawfully fulfilled, I am now prepared to enter upon and take charge of the road and all its plant.

I have to request you to be good enough to let me know on what day and what hour, you will appoint some responsible person to attend on your behalf while an inventory of the plant is being taken in order that the delivery may be made.

With reference to the copy of the memorandum from Mr. Boyd purporting to be a reply to my letter of the 16th instant, and enclosed to me in your note of the 19th, I beg respectfully to state that I do not see that it contains any fresh information. *It is substantially only a reiteration of that gentleman's previous statements, and does not in any way meet the objections which I and Mr. Ridout, C. E., deemed it advisable and sought timely to make you acquainted with.*

I have the honor to be, Sir,

Your obedient servant,

THO. SWINYARD.

(Signed,)

The Hon. Lemuel C. Owen,  
President Executive Council,  
Prince Edward Island.

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CHARLOTTETOWN, 23rd December, 1874.

SIR,—Referring to our conversation of this morning, it is understood that notice will be given you when you are to take possession of the railway and receive the plant, for which proper arrangements will be made.

I am Sir, your obedient servant,

L. C. OWEN.

Thomas Swinyard, Esq.

&c. &c., &c.

EXECUTIVE COUNCIL,

PRINCE EDWARD ISLAND,

December 23rd, 1874.

SIR,—Referring to our consultation of this morning about the bumper blocks on the spur sidings which, I was led to believe, were not put in, the Contractors allege that they are not in their contract, but were furnished in deference to your expressed wishes, and are nearly all (if not all) put in; this can now be no cause of hinderance.

You can take charge of the road this afternoon, and I have arranged, as requested in your communication of this day's date, (received since seeing you) that Mr. William Rainnie will settle with you the day and hour, when he will accompany the person whom you may appoint to be shown the position of the plant.

I have the honor to be, Sir,

Your obedient servant,

L. C. OWEN,

President Executive Council.

Thomas Swinyard, Esq.

CHARLOTTETOWN, 24th December, 1874.

SIR,—At 4 p. m. yesterday I received your communication of that day's date. I regret that the manner in which it is written renders it necessary for me to explain that I never sought the interview to which it relates; that I never brought to your notice the absence of the bumper blocks spoken of by you; and that I most positively deny that they were ever furnished by the contractors in deference to my expressed wishes, as you assert. I likewise deny that I ever alleged that they were in the contracts. On the contrary it was *you* who sought the interview, and you who explained its object by stating that you had discovered the Railway had not been fully completed as you had previously notified me, and that you had to ask me to defer for the present taking possession. I then read to you a copy of the letter I had that morning sent to your office notifying you that as you had refused to accede to any one of the propositions I had made for receiving the Railway, I had no alternative but to accept it under protest, and which I expressed my readiness at once to do.

Why you should state that you only received this letter after our interview I cannot conceive, as a copy of it was read by me to you and indeed formed a part of the subject matter then talked over. You then terminated the interview by stating that you would not tender me the Railway until you had satisfied yourself that the things *you had referred to and sent to me to tell me of* had been done, and thereupon you at once wrote and handed to me the following letter:—

“CHARLOTTETOWN, 23rd December, 1874.

“Thomas Swinyard, Esq.”

“SIR,—Referring to our conversation of this morning it is understood that notice will be given you when you are to take possession of the Railway and receive the plant, for which proper arrangements will be made.

“I am your obedient servant,

“L. C. OWEN.

The substance of this letter I at once telegraphed to Ottawa.



You may well judge of my surprise when about one p.m., Mr. Des Brisay, the Clerk of the Executive Council, called upon me with your compliments to tell me that a sleigh was at the door, and that you had requested him to ask me to bring back the letter to you. I explained to Mr. Des Brisay that I could not do this, as I had already substantially transmitted your letter to Ottawa, but that I would call upon you about three o'clock after I was clear of an appointment I had made.

When, however, I was on my way to your house, I met a friend who had just come from it, and who informed me that you had written to me. I therefore returned to my office, and there I found your letter, now under acknowledgement—the purport of which is too obvious to be passed over without the plain and straight-forward recapitulation of the facts herein given.

I now beg most respectfully to point out to you the inconsiderate and hasty manner in which you at last ask me to take possession.

A few days ago you informed me that the railway had been accepted from the Contractors, and was ready to be transferred by your Government to the Dominion. Yesterday you acknowledged to me in writing *it was not ready*; and in a few hours afterwards you informed me *it was ready*, and that you then offered it for my immediate acceptance, at the same time stating that you had appointed Mr. William Rainnie (the Contractors' manager) to settle the day and hour when he would accompany the person whom I may appoint *to be shown the position of the plant*.

And what do I find is the position of the plant? First, that as far as the car stock is concerned it has never been examined, and that at the time you tender it, it is at different places along the Railway in the hands of the contractors, and secondly that the contractors had still as many as five engines and trains out upon the Railway, manned by their own drivers and train hands, and under their own control; yet in the face of these engines and trains being out upon the line and the men in charge of them being entirely beyond my control you ask me immediately to assume possession of the Railway and the consequent responsibility of running it. It is obvious I cannot accept, or you hand over possession with the line thus occupied by the Contractor, *but the moment the engines and the men are brought to Charlottetown, and the Contractors are entirely out of possession, I will be prepared to enter upon it.*

Presuming that this will be accomplished during the present week, I will, subject to the protest I have made, arrange to take possession on Saturday next the 26th inst., and open the Railway for public travel the following Monday morning the 28th inst.

I have the honor to be Sir,

Your obedient servant,

THO. SWINYARD.

The Hon. Lemuel C. Owen,  
President Executive Council,  
Prince Edward Island.

EXECUTIVE COUNCIL,  
PRINCE EDWARD ISLAND,  
December 24th, 1874.

Sir,—In my communication of the 14th inst., I wrote you that “by the conditions of the contract, an allowance is to be made by the Contractors for repairs to the rolling stock used in construction, if not already repaired; this being a matter of agreement, the Engineer has deducted \$1,400 for this item, until the matter is arranged by the contractors.” On the 18th inst., Mr. Boyd wrote me that “in company with Mr. Stronach, I examined the engines yesterday and found that all the repairs he recommended in his last report had been made with the exception of turning the driving tyres of such of the engines as required it. This reduces the amount to be stopped out of the contractors on account of engine repairs to \$250 on the Trunk Line. The branch line engines required no other repairs except the

"turning of the tyres, and the amounts charged against them will therefore still remain, viz., \$200, being in all \$450 to be paid by the contractors on this item."

There is also a deduction of \$100 for repairs to platform cars; these cars have been used in the accommodating freight traffic, and could not be brought in in time to complete repairs. Mr. Rainnie will take account of the number of each one of these cars, and as they are brought in, will have them repaired, or, if you prefer, I will arrange to have this sum paid to you, and, on hearing from you, will arrange also that the amount for turning the tyres shall be paid to you.

In mine of the same date, I referred to a deduction for sleepers; of these, 1,000 sleepers are intended to replace small sleeper on the Tann's Line between Wellington and Port Hill, and 600 on the Western extension between Harper's and Tignish. These sleepers would have been put in last autumn, but Mr. Boyd found that, by doing so at that season, an injury would be done to the road, and preferred taking sleepers to replace the small ones. These also will be delivered to you by Mr. Rainnie, and the amount deducted from the contractors for this item less the value of the sleepers delivered, will also be paid to you.

I have the honor to be Sir,

Your obedient servant,

L. C. OWEN,  
*President Executive Council.*

CHARLOTTETOWN,  
24th December, 1874.

SIR,—In reply to your letter of this date I can only repeat that subject to the protest I have already made, I am ready, as intimated in my letter to you to-day in answer to yours of yesterday, to enter into possession of the railway and the plant upon it.

As to the condition of both the railway and the plant proper records will be made, and doubtless in due time you will hear from the Dominion Government in reference thereto.

After the representations I have made to you, I cannot commit myself to any estimates your engineer may have made, nor to any certificate he may have given.

I have the honor to be, Sir,

Your obedient servant,

THO. SWINYARD.

The Hon. Lemuel C. Owen,  
President Executive Council,  
P. E. I.

EXECUTIVE COUNCIL, P. E. I.,  
26th December, 1874.

SIR,—I have to acknowledge the receipt of your communication of the 24th inst., and I regret that I am so unwell that I have not been able to reply to it earlier to-day.

I really cannot see what was in mine of the 23rd to call forth such an amount of denials, &c. Your letter has evidently been written in a rage. In your over anxiety to cause trouble and difficulty, you telegraphed to Ottawa that the road was not ready; this message, I have no doubt, had to be contradicted, whereas, on my part the anxiety was that all we had promised to do should be done as far as possible, and all the explanations which you have given, have not made it appear any better. I made the enquiries required as soon as possible, and could have given the answer at one o'clock, and this was the reason why Mr. DesBrisay was sent to you and that I might inform you that my arrangements were completed. I do not see that there has been anything hasty or inconsiderate on my part. I am anxious to have the road open as soon as possible, and am, therefore, desirous that no time should be lost.

I have no copy of my letter of the 23rd at hand, and cannot understand why you deny that you ever alleged the bumper blocks were in the contract. I am sure that I did not say that you alleged such, but in reference to the subsequent denial, I have the authority of Collingwood Schreiber, Esq., for stating that the bumper blocks on the spur sidings were not in the contract, but were put in in deference to the expressed wish of Mr. Swinyard; so I leave the question between you.

As to the plant being at present in charge of the Contractors, I consider that they are as competent to take proper care of it as any other parties. You also find fault because the plant is along the line; I consider it quite right that it should be at the principal stations, and it was never the intention that it should all be in the station yard in Charlottetown. I have been informed that you require all the engines in Charlottetown; Mr. Rainnie can arrange this as he chooses, but I hold that the engines for the branch lines should be housed at Souris and Tignish. Besides it is unreasonable to ask that all the engines be brought here, when there are not enough pits in the round-house in Charlottetown to hold more than two-thirds of them.

You complain of the engines being out on the line; this is being done to keep the road open, knowing well that if it is blocked up with snow there will be great difficulty afterwards in opening the road for traffic. In regard to this, you are blowing hot and cold, for why did you on Wednesday ask me to endeavor to have trains going out on Thursday to keep the road open, and, at the same time pick up any freight that offered?

I have seen Mr. Rainnie and he informed me that you had arranged to take account of the plant to-day, and I have requested Mr. Cox, the Assistant Engineer, to attend with Mr. Rainnie in taking the said account.

I have the honor to be Sir,

Your obedient servant,

L. C. OWEN,

*President Executive Council.*

CHARLOTTETOWN,

28th December, 1874.

SIR,—I have the honor to acknowledge the receipt of your letter of Saturday's date, the 26th instant.

You say that my letter was evidently written in a rage.

You must pardon me for remarking that such an assertion is totally unfounded.

You likewise assert that in my over anxiety to cause trouble and difficulty, I telegraphed to Ottawa that the road was not ready.

I am happy to be able to state that you are here again equally mistaken. I had received a telegram from Ottawa to report the present position of matters. In reply, I sent the substance of the letter you had just given me, telling me not to take possession of the railway and plant until further notice, you having made a discovery that some things were not done which those employed by you, had led you to believe had been done. I added, however, that it was probable possession would be given on Monday.

You then state you had no doubt this message had to be contradicted.

So far from that being the case, you are aware the fact is just what I supposed it would be—possession not having been given to me until this Monday morning.

You next refer to my explanations as not having made your anxiety any better.

I must be pardoned for not understanding your meaning. I will say, however, that it has been my constant endeavor to *lessen* your anxiety by giving you timely intimation of what we (Mr. Ridout and myself) had good reason to believe were very

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serious departures from the contracts, and which it was my only desire to have properly enquired into.

You then say that the reason Mr. Des Brisay was sent to me was that you might inform me that your arrangements were completed.

Whatever may have been your instructions to Mr. Des Brisay, I can only repeat that he simply delivered your complements to me, stating that your sleigh was at the door, and that he had been requested by you to ask me to return with him to take back the letter you had written to me. It was afterwards that I was informed by another letter from you, that you had since found your arrangements were completed.

As to the manner of your handing the road and plant over to me, you say you do not consider there has been anything inconsiderable or hasty.

I very respectfully beg to differ from you about this; but will remain content to allow the facts to speak for themselves.

You also say that you cannot understand why I deny that I alleged the bumper blocks were in the contract, Mr. Schreiber having given his authority for your stating that the bumper blocks were not in the contract, but were furnished in deference to my expressed wishes.

I made the denial to prevent misconception, as I never raised any question about bumper blocks. It was you who said that this was one of the things which had not been done according to your instructions, and which induced you to send for me, and ask me not yet to take possession of the Railway.

You remark that the contractors are as competent to take proper care of the plant as any other parties.

I never questioned this, nor do I object to your holding such an opinion.

You then allege that I find fault because the plant was along the line, and you consider it should be at the principal stations, and that it was never the intention that it should all be in the station yard at Charlottetown.

I found no fault. I simply mentioned the fact of the car stock being scattered at different places along the line, and of its never having been examined, to shew the way in which both railway and plant were being handed over to me.

You also remark that it is unreasonable I should ask that all the engines be brought to Charlottetown, where there are not enough pits in the roundhouse at Charlottetown to hold more than two-thirds of them.

As a matter of fact, there are *fourteen pits in the roundhouse*, and there are only *fourteen engines*; but four of the pits are not now in use. To house dead engines until they can be examined, does not necessitate a pit for each engine. There is now ample room in Charlottetown to put them under cover until such examination is effected, and where in fact it can only properly be done.

You also hold that the engines for the branches should be housed at Souris and Tignish.

That may be so by and bye, when the line can be put into full operation. To house and leave engines there when there is no one to look after them, and where they could not possibly be repaired, would not, according to my judgment, be a very prudent thing to do; and as a matter of fact, you have not housed them there.

You say that I complain of engines being out on the line, knowing well that the reason is, to keep the line from being blocked up with snow.

Here also you have entirely misread my communication. I simply pointed out to you that while engines and trains were out upon the line, manned by the contract-

ors, enginemmen and train hands, and under the contractors control, it was unreasonable that I should be expected to take possession of them while so manned and under such control. I am sure no one in my position would for a moment consent to do so, or to assume such a responsibility.

You say in regard to these engines being out on the line, I blow hot and cold, and you enquire why I asked you to endeavor to keep the road open, and at the same time pick up any freight that offered.

Here again, I think you do me injustice. When you sent specially for me to tell me, and wrote afterwards to me that you were not prepared for me to take possession, I then reminded you of the pressing demands made for grain to be shipped to Georgetown, and suggested that in the meantime it might be desirable for you to arrange to move such freight until you were prepared to give me proper and full possession.

You conclude by saying you have seen Mr. Rainnie, and that he had arranged with me to take account of the plant on Saturday the 26th inst., and that you had likewise requested Mr. Cox, the "Assistant Engineer," to attend with him in taking account of the same.

Mr. Rainnie certainly told me on Saturday he thought he would be able to hand over to me the *engines* that day, but he was unable to do so. However, when I received your letter at my lodgings, at *half-past five* on Saturday evening, I went immediately down to the station to meet Mr. Rainnie and Mr. Cox. I could find neither. Mr. Rainnie, I was informed, was still out upon the line, trying, with two engines to get a train along which had been snowed up since Christmas morning.

Sincerely hoping that these remarks will remove from your mind the very erroneous impressions expressed in your letter,

I have the honor to be, Sir,

Your obedient servant,

THO. SWINYARD.

The Hon. Lemuel C. Owen,  
President Executive Council.  
Prince Edward Island.